

Metropolitan Planning Commission



Staff Reports

October 11, 2018



Metro Planning Commission Meeting of 10/11/18

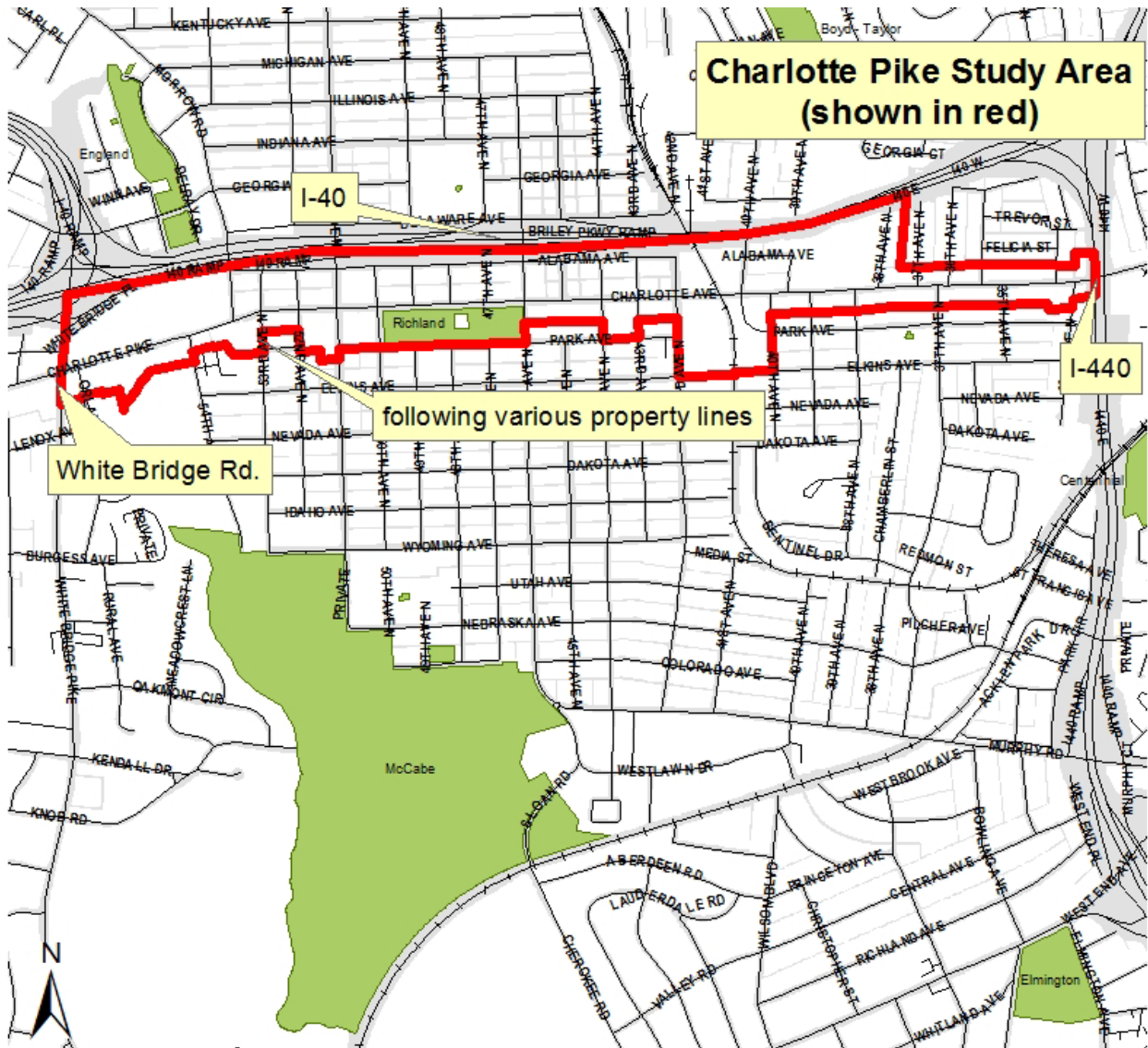
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.



SEE NEXT PAGE



Metro Planning Commission Meeting of 10/11/18



2018CP-007-003

WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Various Properties

07, West Nashville

21 (Kindall)

24 (Murphy)



Project No.	Major Plan Amendment 2018CP-007-003
Project Name	West Nashville Community Plan Amendment
Associated Cases	None
Council District	21 – Kindall 24 – Murphy
School District	5 – Buggs, 9 – Frogge
Requested by	Metro Nashville Planning Department, applicant. Various owners.
Staff Reviewer	Sanders
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend West Nashville Community Plan and Major and Collector Street Plan.

Major Plan Amendment, Major and Collector Street Plan Amendment, and WalknBike Amendment
A request to amend the West Nashville Community Plan on various parcels located along Charlotte Avenue between I-440 and White Bridge Pike, amending the adopted Major and Collector Street Plan designations for Charlotte Avenue, and amending WalknBike. Requested by the Metro Planning Department, applicant; various owners.

WEST NASHVILLE COMMUNITY PLAN

Background

The Charlotte Avenue Corridor Study area is defined by White Bridge Pike to the west, I-40 to the north, I-440 to the east, and follows property lines along the south to capture properties with frontage along the corridor. This boundary is similar to that of the supplemental policy currently guiding zoning and, in some cases, subdivision requests in the immediate area.

The existing supplemental policy results from the *Charlotte Avenue – Richland Park Detailed Corridor Design Plan* completed in August of 2008, and portions of the plan were incorporated into NashvilleNext in 2015. The original design plan envisioned the Charlotte Avenue – Richland Park corridor becoming a diverse and vibrant area that is comfortable and inviting to pedestrians and motorists alike by promoting the addition of residential opportunities, particularly housing on the upper floors of mixed-use buildings lining Charlotte Avenue with a modest increase in intensity compared to current conditions. The plan also promoted historic preservation and adaptive reuse of existing historically significant buildings that are listed or eligible to be listed on the National Register of Historic Places, and it supported optimizing on-street parking and several enhancements in pedestrian and bicycle transportation systems.

Since the adoption of the *Charlotte Avenue – Richland Park Detailed Corridor Design Plan*, city records indicate that 15 properties have been developed or redeveloped, with the majority of these properties developing under current entitlements.

The Plan was advertised and scheduled to be considered by the Planning Commission on September 27th; however, it was deferred in order to provide additional time for staff to reflect requested clarifications and updates to the plan reflected in the attached memo.



Metro Planning Commission Meeting of 10/11/18

ANALYSIS

Prior to beginning the community outreach efforts for this study, the planning team coordinated with various city and state agencies, including Historic Commission, Parks, Public Works, Transit Authority, Tennessee Department of Transportation, and Planning Department staff (CIB, Land Development, and Transportation Divisions), to complete an analysis of the study area:

Growth and Preservation Concept Map

The Growth and Preservation Concept Map reflects Nashvillians' expectations for growth in the future. It identifies tiered centers expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity, and it encourages infill development along transit and multimodal corridors.

The majority of the study area is identified as a "Transition and Infill" area, which encourages higher density housing that is appropriate along and around corridors. The area around Richland Creek and the Charlotte Avenue/White Bridge Pike intersection identified as a Tier One Center, which are the focus of coordinated investments to shape growth and support increased transit service in the next ten years.

Proximity to Downtown

The Charlotte Avenue Corridor study area is located approximately 2.5 miles from the center of downtown Nashville. The policy application between downtown and study area follows the practice of transition in intensity by transect from T6 (Downtown) to T5 (Center) between I-40 and I-440 to T4 (Urban) west of I-440.



Natural Environment

The primary natural environmental features are associated with Richland Creek and its associated floodplain. A majority of the western portion of the study area is encumbered by the floodway and floodplain (both 500-year and 100-year) of Richland Creek. While slopes fall north to south at the eastern portion of the study area, steep slopes within the study area are human-made and associated with the construction of I-40 and I-440.



Metro Planning Commission Meeting of 10/11/18

Zoning and Existing Land Use

The majority of the study area is zoned CS (Commercial Services) and IR (Industrial Restrictive), which has resulted in a development pattern often inconsistent with the design and form guidance of the T4 transect. Recent development requiring rezoning requests are indicated with the application of the SP (Specific Plan) and MUL-A (Mixed Use Limited – Alternative) zoning districts, which have resulted in a more consistent and urban form.

Policy

T4 Urban Mixed Use Corridor policy guides the majority of the study area. Properties around the intersection of Charlotte Avenue and White Bridge Pike are guided by T4 Urban Community Center policy, and Conservation policy is applied to properties impacted by Richland Creek. T4 Urban Neighborhood Evolving is applied to a few properties east of the Conservation policy.

Open Space policy is applied to Richland Park and T4 Urban Neighborhood Center policy guides the historic main street properties surrounding the park. Finally, Civic policy is applied to city-owned properties, such as the West Precinct, the Metro Public Works site, Nashville Electric Power Board property, and Fire Station 13.

Staff proposes policy amendments to a select few properties where there are discrepancies between policy and zoning exist and for 3800 Charlotte Avenue, as it is expected to change from public ownership to private ownership.

Supplemental Policies

The West Nashville Community Plan includes three (3) supplemental policies associated with the Charlotte Avenue – Richland Park Detailed Corridor Design Plan:

SPA 07-T4-NC-01 (Richland Park) applies to properties within the T4 NC area, and the guidance specifies building height, parking lot location, and vehicular access to Richland Park from Charlotte Avenue.

SPA 07-T4-CM-01 (Charlotte Avenue) applies to properties between Richland Creek and SPA 07-T4-NC-01 and to the west of SPA 07-T4-NC-01. The guidance specifies building height and orientation related to Richland Creek and its associated greenway.

SPA 07-T4-CM-02 (Alabama Avenue) applies to properties north of SPA 07-T4-NC-01, and the guidance specifies building height, building setbacks, and vehicular access.



Metro Planning Commission Meeting of 10/11/18



Historic properties

Several historically significant properties are located within the study area, which are either listed or eligible to be listed on the National Register of Historic Places. The study area boundary also overlaps the boundaries of the Park and Elkins Neighborhood Conservation Zoning Overlay. These properties were considered and, in most cases, directly impacted the goals, objectives, and policy guidance of the Charlotte Avenue Corridor Study.

Streets/connectivity

The Major and Collector Street Plan (MCSP) identifies Charlotte Avenue, White Bridge Pike, 46th Avenue, and 51st Avenue (north of Charlotte Avenue) as Arterial Boulevards. Charlotte Avenue between 46th Avenue and White Bridge Pike is considered constrained due to the location of existing, some historic, buildings on the north side of the street and the Historic Richland Park on the south. A portion of Alabama Avenue (between 46th and 51st Avenues) and Morrow Road are identified as Collector Avenues.

The existing street network in the study area is reflective of an urban street network. Charlotte Avenue is the only east-west connection through the area due to limitations of the railroad, which disrupts Alabama Avenue. Similarly, I-40 limits additional connectivity to the north beyond that provided by 40th Avenue, 46th Avenue, 51st Avenue, and Morrow Road. Large, un- or underdeveloped properties between 38th and 40th Avenues present potential to extend Alabama Avenue and to re-establish an urban street network north of Charlotte Avenue.

Transit

Charlotte Avenue is an MTA route with regular service and multiple bus stops. Nashville's Transit Plan, "nMotion", identifies Charlotte Avenue as a future Light Rail route, which is reflected in the MCSP cross section.

COMMUNITY PARTICIPATION

Staff employed an extensive public outreach and participation program, including a Steering Committee and multiple means of promoting the project and participation opportunities.



Metro Planning Commission Meeting of 10/11/18

The public participation process for this project was centered on a four-day charrette. A charrette is a collaborative planning and design effort organized to build consensus and focus on one or more common goals. The Charlotte Avenue Corridor Study charrette was held July 16th through 19th in the study area.

Pre-charrette Public Meeting

The Council Member and Planning Department held a meeting on June 13th to discuss the future of the Metro Public Works property at 3800 Charlotte Avenue. Based on the community's feedback at this meeting, the Planning Department determined that the current policy for the Charlotte Avenue corridor should be studied in anticipation of 3800 Charlotte Avenue changing ownership from the public sector to the private sector.

Public Notice and Outreach

As part of the standard policy amendment process, public notice of the charrette schedule, including community meetings, was mailed to approximately 3,000 property owners within and near the study area. In addition to the standard public notice letter, a project website was created and dedicated to this planning process – **CharlottePikeStudy.nashville.gov** – and project flyers were sent to the Steering Committee members and other stakeholders to share with their contacts and email lists.

Steering Committee

The Planning Department formed a Steering Committee to assist the planning team with public outreach and engagement as well as to act as a sounding board. This committee is comprised of a mixture of business owners, neighborhood leaders, property owners, and development and design professionals. Within the Steering Committee, experiences range from long-time residents and business owners to newcomers.

Staff met with the Steering Committee on July 12, 2018, to explain the land use policy, the charrette process, and the Steering Committee's role. A second meeting with the Steering Committee was held during charrette week, and staff held a final meeting to discuss the draft policies and supplemental policies prior to post-charrette community meeting and a week-long public review period of this proposal.

Charrette Week

Two evening community meetings were held – Monday, July 16th, and Thursday, July 19th – and an on-site design studio was set up so that community stakeholders could participate in the process based on their scheduling needs and to better understand the charrette process.

Approximately 70 community members, stakeholders, and representatives attended the community visioning meeting on July 16th to convey their vision and expectations for the future. This meeting included a presentation of community planning in Davidson County and what the team knew about the area. After hearing the presentation, participants completed four exercises and reported their work to the larger group. The results of these exercises informed the work that the planning team completed throughout the week.



Metro Planning Commission Meeting of 10/11/18

An on-site design studio was at Park Avenue Baptist Church throughout the week. Working on-site made it possible for community stakeholders to participate in the process based on their scheduling needs and to better understand the charrette process.

A work-in-progress public presentation concluded the charrette. Sixty (60) community members attended to hear a summary of the week's work, including the results of the visioning exercises, the vision statement, goals and objectives, and character area and mobility concepts for achieving the community's vision and expectations. At the end of the presentation, attendees were encouraged to interact with the participation stations to respond to the concepts formulated during charrette week. The community was generally in support of the concepts presented, and staff did not receive requests for major revisions.

Key Issues and Common Goals

Charrette participants identified several common goals. They want to maintain the historic main street character around Richland Park, to maintain the historic industrial buildings near the railroad, to grow along the interstate and at the intersection of Charlotte Avenue and White Bridge Pike, to promote pedestrian and cyclist safety, to connect with Richland Creek, and to prioritize parks, open space, and greenways.

Post-Charrette Community Meetings

Building on the information collected during charrette week, the planning team refined the goals, objectives, and concepts into the Charlotte Avenue Corridor Study. The refined goals, objectives, character areas, subdistricts, mobility concepts, and an illustrative master plan showing one of many scenarios for the future of the study area were presented to the Steering Committee. The general consensus was one of support for the information presented, and staff scheduled a post-charrette community meeting for September 6th to present a draft of the study prior to preparing the adoption draft for Planning Commission consideration. Finally, a second post-charrette community meeting was scheduled by the Council Member for September 19th to present the adoption draft to the residents of the surrounding neighborhoods.

PROPOSAL

Adopt the Charlotte Avenue Corridor Study.

The Charlotte Avenue Corridor Study, if adopted, will be the policy guide for zone change requests and the Capital Improvements Budget. The vision statement, goals, and objectives are intended to guide policy interpretation and zone change requests.

Three (3) distinct character areas are proposed – Richland Creek, Historic Main Street, and Industrial Heritage – and were informed by the community's vision for the long-term planning of the corridor and establish the framework for the supplemental policy guidance for each area. Derived from these three character areas are six (6) subdistricts that further provide specific design, height, mobility, open space, and transitioning guidance, as well as incentives that work to achieve the community's priorities and common goals.

The mobility plan identifies the community's priorities for connectivity within the study area and outside of the study area, and it identifies solutions for the constraints associated with Charlotte



Metro Planning Commission Meeting of 10/11/18

Avenue, the railroad, and transit. Additionally, three distinct street cross sections are proposed for Charlotte Avenue to complement the three distinct character areas and to resolve site-specific constraints.

Finally, an Illustrative Master Plan, prepared by staff, depicts the physical build out of the study area according to the recommendations outlined in the plan. The arrangement of elements in the illustration (buildings, parking, streets, etc.) on future development sites will be determined by the individual property owner and the regulations in place at the time of approval.

Amend the Community Character Policy.

Staff recommends the following policy amendments to better align with the goals, objectives, and policy guidance of the Charlotte Avenue Corridor Study:

- 3800 Charlotte Avenue from Civic (CI) to T4 Mixed Use Corridor (T4 CM). The Community Character Manual provides guidance for policy amendments when CI sites change ownership from the public to the private sector. In most cases, the most appropriate policy area to apply is the one that surrounds them. T4 CM surrounds the subject property and is consistent with the feedback collected from the community during charrette week.
- 4001 and 4101 Charlotte Avenue from T4 Neighborhood Maintenance (T4 NM) to T4 CM. 4001 Charlotte Avenue is guided by T4 CM along the corridor and T4 NM for the majority of the property, though it has been recently redeveloped for mixed-use (Hill Center) under SP-MU zoning. This policy amendment would reflect the current use and recent investment.

4101 Charlotte Avenue is also guided by T4 CM along the corridor and T4 NM for the majority of the property, and it is zoned IR (Industrial Restrictive). During charrette week, the community expressed an interest in adaptive reuse of this historic industrial building. This policy amendment would provide a path for adaptive reuse under a zoning designation compatible with the surrounding single-family residences, and the associated supplemental policy would further increase compatibility with transitioning guidance.

- 331, 333, 335 53rd Avenue from T4 NM to Transition (TR). These properties are currently zoned OR20. Because the use and zoning of these properties are currently serving as a transition between the commercial uses along Charlotte Avenue to the north and the single-family homes to the south, staff recommends applying TR policy as the base policy, which will be further limited by the height guidance of the proposed supplemental policy for the surrounding area.

Amend the Supplemental Policy

Adoption of the proposed Charlotte Avenue Corridor Study would replace the current supplemental policies described in the Analysis section of this staff report. The key differences between the existing and proposed supplemental policy guidance are listed below and summarized in an exhibit below.



Metro Planning Commission Meeting of 10/11/18

1. Character and design. The proposed supplemental policies provide detailed design guidance by character area to enhance the unique characteristics of the existing or anticipated built environment.
2. Building height. The proposed supplemental policy adjusts the building heights currently outlined in the West Nashville Community Plan and organizes the new guidance by character area subdistrict. The key differences between the current building height guidance and that proposed are listed below.
 - a. Subdistrict 1 is not included in the current supplemental policies. Staff's proposal would provide building height guidance beyond that of the T4 Community Center policy to permit up to six (6) stories.
 - b. Subdistrict 2 includes properties to the east and west of Richland Creek. While the properties west of Richland Creek are not included in the current supplemental policies, the properties east of Richland Creek are limited to four (4) in the current supplemental policy. Staff's proposal would continue to limit the building height to four (4) stories and offer an incentive for an additional two (2) stories, for a maximum of six (6) stories, when developments reclaim floodway and floodplain with redevelopment and provide publicly accessible open space.

The Planning Commission draft of the plan has been updated to provide additional guidance for open space associated with the height incentive.

The Planning Commission draft of the plan has been updated to remove the height incentive for property on the south side of Charlotte Avenue near 53rd and 54th Avenues and Richland Creek, as requested by the Sylvan Park Neighborhood Association.

- c. Subdistrict 3 includes properties along Alabama Avenue and does not propose changes to the current supplemental policy guidance related to building height.
- d. Subdistrict 4 includes properties within the historic main street adjacent to or around Richland Park. Staff's proposal would decrease the appropriate building height from the four (4) stories in the current supplemental policies to three (3) stories. Staff's proposal is the result of a detailed analysis of historically significant properties within this area and is based on the building height of 4822 Charlotte Avenue (the Global Education Center), a National Register property.
- e. Subdistrict 5 includes properties identified to be a maximum of two (2) stories and four (4) stories in the current supplemental policy. Staff's proposal would continue to limit the building height to four (4) stories and offer an incentive for an additional two (2) stories for properties 150 feet north of Charlotte Avenue, for a total of six (6) stories, when publicly accessible open space is provided or a historically significant building is adaptively reused. The Metro Public Works property at 3800 Charlotte Avenue is included in this subdistrict.

The Planning Commission draft of the plan has been updated to provide additional guidance for open space associated with the height incentive.



Metro Planning Commission Meeting of 10/11/18

- f. Subdistrict 6 includes properties in the eastern portion of the study area identified to be a maximum of two (2) stories and four (4) stories in the current supplemental policy. Because these properties were originally platted for single-family lots and are limited by a sloping topography, staff studied the development potential in detail to understand the maximum number of stories that could be constructed in accordance with standard parking and landscaping requirements. Based on the findings of our analysis, staff proposed to amend the building height to a maximum of three (3) stories.

After the publication of staff's recommendation to the Planning Commission, the owner of 3307 Charlotte Avenue requested to increase the maximum permitted height in Subdistrict 6 from three stories to four (4) stories. Staff has analyzed the ability to achieve four stories under existing physical conditions and entitlements and has determined that the requested height can be achieved with adaptive residential provisions and is consistent with current and surrounding entitlements. Staff has amended the language to support up to four stories.

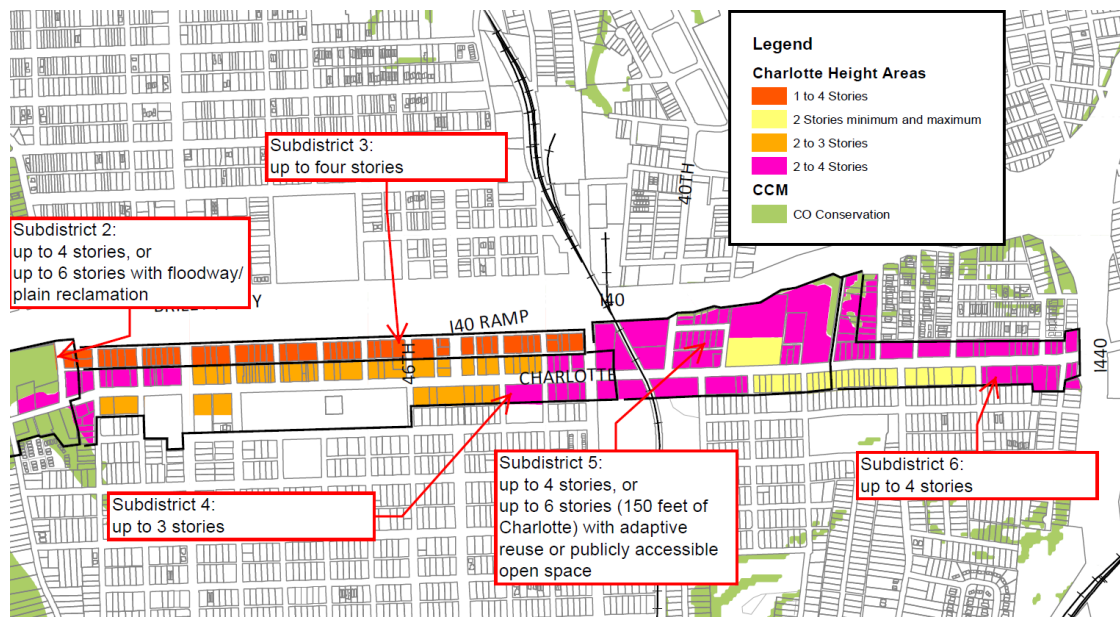


Image: building height proposed by subdistrict compared to building height of existing supplemental policy.

3. **Mobility.** The proposed supplemental policy expands guidance beyond vehicular access to pedestrian, bicycle, and vehicular improvements to street, sidewalk, bike lane, and greenway improvements that can be accomplished by both the private and public sectors.

Amend the Major and Collector Street Plan.

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment on the major streets (Arterial-Boulevards and Arterial-Parkways) and collectors (Collector-Avenues) that make up the backbone of the city's transportation system. It is a part of, and implements, Access Nashville 2040, which is the functional plan component of NashvilleNext, the General Plan for Nashville and Davidson County.



Metro Planning Commission Meeting of 10/11/18

The Charlotte Avenue Corridor Study proposes three new street cross sections for Charlotte Avenue that are specific to the three character areas. Each cross section incorporates the priority elements of accommodating pedestrian, bicycle, vehicular, and transit users within the right-of-way constraints and/or needs of each character area.

For example, the Historic Main Street section is customized to accommodate pedestrians, cyclists, vehicles, and dedicated transit lanes within the existing 77' right-of-way. This is accomplished by providing a sidewalk along the north side of Charlotte Avenue and rerouting the sidewalk on the south side of Charlotte through Richland Park.

The Charlotte Avenue Corridor Study also proposes to add the following connection to the MCSP as a Planned Local Street: 38th Avenue North to the north of Charlotte Avenue from 38th Avenue North to Alabama Avenue to support T4 Urban Mixed Use Corridor uses.

This change includes Local Streets that remain disconnected through the community to the north of Charlotte Avenue. Since there are fewer connections through the existing street system, short local trips between neighborhoods divert onto Charlotte Avenue. Currently, these existing streets have a Local Street sidewalk standard which consists of a four-foot-wide grass strip and five-foot sidewalk. Adding this street to the MCSP as a Planned Local Street will ensure that new connections are constructed with redevelopment to promote walkability and ensure safety. It also highlights the need to implement traffic calming on these streets to promote slower vehicular speeds, improved bicycling conditions, and greater bicycle connectivity between existing and future neighborhoods.

The mobility concept shown in WalknBike need to be amended with the following updates to show Metro's current vision integrating land use and active transportation connectivity in the study area:

Add the following connections to WalknBike as Planned Greenways: extension of Richland Creek Greenway from Charlotte Avenue to McCabe Golf Course, and from White Bridge Pike to Alabama Avenue to accommodate enhanced bicyclist and pedestrian connectivity. Add the following connections to WalknBike as Planned Major Separated Bikeways: Alabama Avenue from 51st Avenue North to 42nd Avenue North, and Park Avenue from 51st Avenue North to 42nd Avenue North to accommodate enhanced bicyclist connectivity.

This change involves planned greenway connections within the Richland Creek Character Area and for planned major separated bikeways within the Historic Main Street Character Area. The addition of greenways and major separated bikeways will further facilitate the creation of a bicycle and pedestrian route parallel to Charlotte Avenue. The change to incorporate enhanced bikeway and pedestrian routes will ensure that greenways and protected routes are constructed as properties redevelop.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/11/18



**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
Metro Office Building
800 Second Avenue South
Nashville, Tennessee 37201

To: Charlotte Avenue Corridor Study Steering Committee

From: Dara Sanders, Project Manager

Re: Charlotte Avenue Corridor Plan (2018CP-007-003)

Date: October 3, 2018

The Charlotte Avenue Corridor Plan proposes to update existing West Nashville Community Plan Supplemental Policies, the Major and Collector Street Plan, and the WalknBike plan for Charlotte Avenue between I-440 and White Bridge Pike. The draft plan was developed during an intensive, three-month public participation process involving property owners, residents, business owners, neighborhood leaders, and other stakeholders. While the plan represented a broad consensus among community stakeholders, Planning staff received requests to amend the draft corridor plan after the public input period expired. The plan was advertised and scheduled to be considered by the Planning Commission on September 27th, however, it was deferred in order to provide additional time for staff to reflect requested clarifications and updates to the plan that are referenced below.

Requested Amendments to the Charlotte Avenue Corridor Plan

1. Council Member Murphy requested a clarification to the height incentive proposed for Subdistrict 5 related to publicly accessible open space.

Staff has made the following addition to Subdistrict 5:

“The minimum open space area recommended to qualify for additional height must be 10% of the property square footage and immediately or easily accessible to the public on the property from the public right-of-way.

To take advantage of the increased height, future development must provide accessible open space in the form of parks, plazas, arcades, or courtyards. Additional open space types may be considered by the Planning Commission based on the merits of the project and public benefit.”

2. On September 25th, the property owner of 3307 Charlotte Avenue requested to increase the maximum permitted height in Subdistrict 6 from three stories to four stories.

Staff has analyzed the ability to achieve four stories under existing physical conditions and entitlements, and have determined that the requested height can be achieved and is consistent with current and surrounding entitlements. Staff has amended the language to support up to four stories for Subdistrict 6.



Metro Planning Commission Meeting of 10/11/18

3. On September 26th, the Sylvan Park Neighborhood Association (SPNA) requested that the Charlotte Avenue Corridor Plan be deferred and requested the following:

- To limit any additional development on the south side of Charlotte near 53rd and 54th Avenues and the creek to a maximum of four stories.

Staff has removed the height incentive in this location.

- To leave the existing Richland Park footprint intact and to limit the width of Charlotte Avenue to its current dimensions.

The current plan illustrates the future planned cross section for Charlotte Avenue, corresponding with the Major and Collector Street Plan, with an ultimate right-of-way needed for future capacity of the street. Staff anticipates that Charlotte Avenue will remain as is for the foreseeable future and has included a note in the plan.

SPNA has also requested the following:

- That Metro (eventually) purchases the properties closest to Richland Creek to reclaim them as floodplain.

Reclaiming the floodway and floodplain of Richland Creek is the primary goal of Subdistrict 2. Staff supports policies and practices that prioritize environmental stewardship; however, staff cannot commit through this Charlotte Avenue update that Metro Nashville Government will purchase commercially zoned property through the FEMA Hazard Mitigation Program, which provides federal funding for the acquisition of flood-prone properties.

- To confirm that 1) the 150 foot setback for any 6-story development applies down to the 4100 block of Charlotte on the north side and 2) that there is no six-story policy on the south side of Charlotte.

Staff has confirmed that this is correct based on the current language for Subdistrict 5.



SEE NEXT PAGE



Metro Planning Commission Meeting of 10/11/18

NO SKETCH



Project Nos.	Text Amendment 2018Z-005TX-001
Project Name	Parking Requirements
Council Bill No.	BL2018-1288
Council District	Countywide
School District	Countywide
Requested by	Councilmember Brett Withers
Staff Reviewer	Milligan
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Zoning Code related to parking requirements.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Section 17.20.030 of the Zoning Codes as follows (new text is shown in underline):

The number of parking spaces required for each land use classification of the Zoning Code is established in Table 17.020.030. Each parking space designated therein must be available for use primarily of the occupants, tenants and/or residents of the related land use.

ANALYSIS

The Metro Zoning Code establishes required parking for each land use classification. Parking requirements can be satisfied on-site or in some instances off-site or by a shared parking arrangement. There are some exemptions to required parking based on location within the County or base zoning district.

The proposed amendment would establish that parking spaces designated as meeting the requirement of the Zoning Code for each use must be available to the occupants, tenants and/or residents of the related land use for which the parking spaces are designated. As an example, if a commercial structure is built requiring 10 spaces and with 10 spaces on the lot, those 10 spaces must be available primarily for users of the commercial structure. The owner could not lease those spaces for exclusive use of an off-site use. This would not preclude required parking spaces from being offered on a fee basis.

ZONING ADMINISTRATOR RECOMMENDATION

Approve.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/11/18

Bill BL2018-1288

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, pertaining to parking requirements for certain types of uses (Proposal No. 2018Z-005TX-001).

WHEREAS, the Metropolitan Government, through Chapter 17.20 of the Zoning Code, establishes standards for vehicle parking, loading, and access to provide for reasonable utilization of land without creating adverse impacts on abutting properties or the community as a whole; and

WHEREAS, section 17.20.030 of the Zoning Code establishes the number of parking spaces required for each land use classification contained in the Zoning Code; and

WHEREAS, implicit within section 17.20.030 of the Metropolitan Code is the assumption that the designated parking spaces shall be used and/or available primarily to the occupants and/or residents of the related land use. For clarity, however, this assumption should be made explicit.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 17.20.030 A. of the Zoning Code is hereby amended by deleting the introductory sentence thereto and substituting the following in lieu thereof:

17.20.030 - Parking requirements established.

The number of parking spaces required for each land use classification of this Zoning Code is established in Table 17.20.030. Each parking space designated therein must be available for use primarily to the occupants, tenants and/or residents of the related land use.

Section 2. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

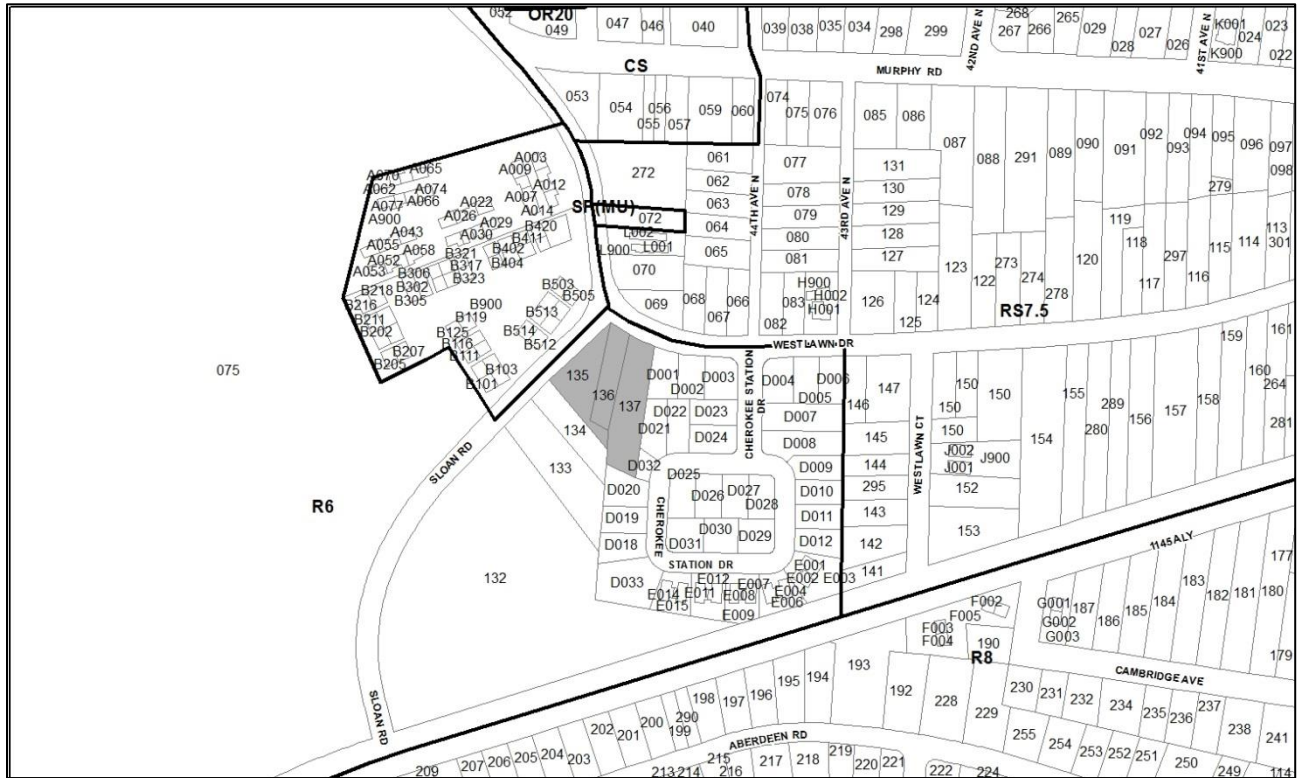
Sponsor(s) Brett Withers



SEE NEXT PAGE



Metro Planning Commission Meeting of 10/11/18



2018SP-001-001
SLOAN AND WESTLAWN SP
Map 103-08, Parcel(s) 135-137
07, West Nashville
24 (Kathleen Murphy)



Project No. Specific Plan 2018SP-001-001
Project Name Sloan and Westlawn SP
Council District 24 – Murphy
School District 9 - Frogge
Requested by Dale & Associates, applicant; LL&E Holdings, LLC, owner.

Deferrals This item was deferred from the August 23, 2018, and September 27, 2018, Planning Commission meetings. A public hearing was held on August 23, 2018 and remains open.

Staff Reviewer Rickoff
Staff Recommendation *Defer to the October 25, 2018, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit up to 7 multi-family residential units.

Preliminary SP

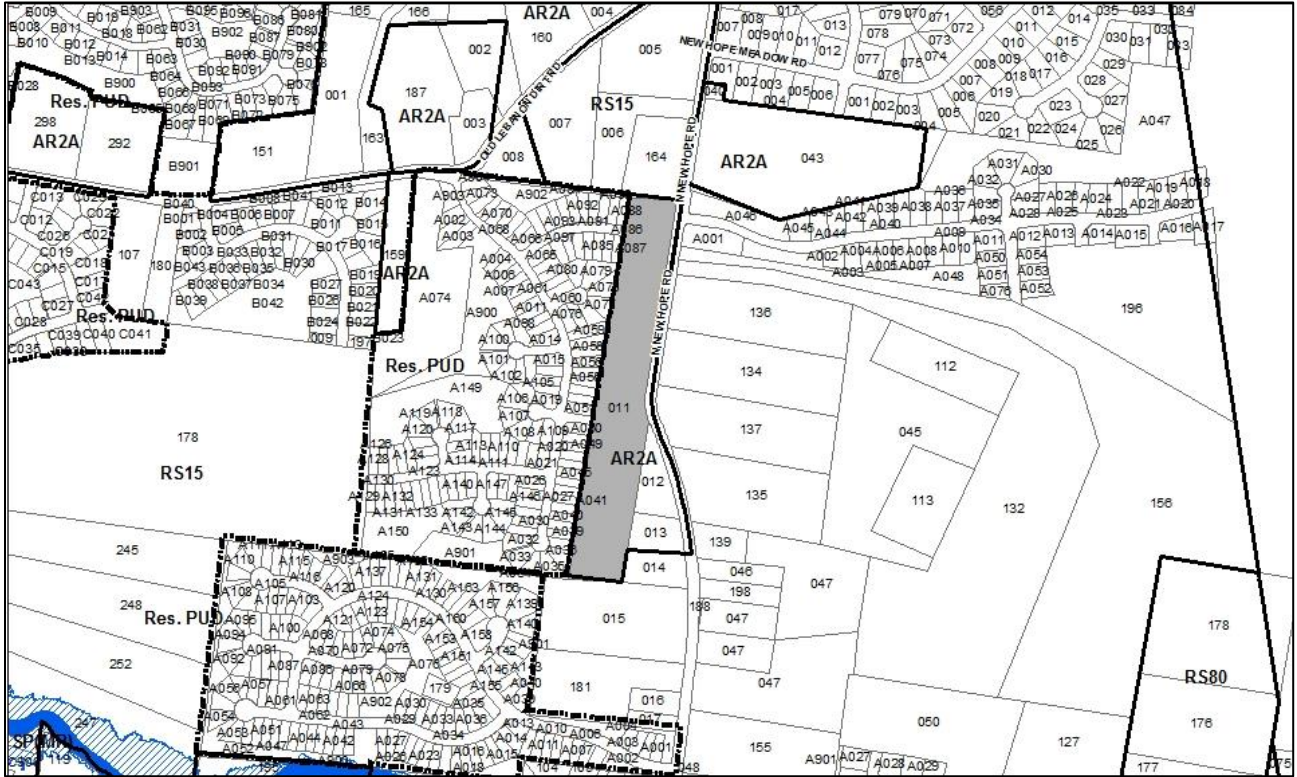
A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning on properties located at 4603 Sloan Road and 4409 and 4411 Westlawn Drive, at the corner of Sloan Road and Westlawn Drive to permit seven multi-family residential units (1.03 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 25, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 10/11/18



2018SP-050-001
6280 NEW HOPE ROAD SP
Map 087, Parcel(s) 011
14, Donelson-Hermitage-Old Hickory
12 (Steve Glover)



Project No. Specific Plan 2018SP-050-001
Project Name 6280 New Hope Road SP
Council District 12 – Glover
School District 4 - Shepherd
Requested by Dale & Associates, applicant; Wise Group, Inc. owner.

Deferrals This item was deferred from the August 23 and September 13, 2018, Planning Commission meeting. No public hearing was held on August 23. A public hearing was held and closed on September 13, 2018.

Staff Reviewer Rickoff
Staff Recommendation *Approve with conditions and disapprove without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit up to 54 single-family lots.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning on property located at 6280 N. New Hope Road, west of the terminus of Landings Way to permit 54 single-family lots (10.0 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 5 lots with 1 duplex lot for a total of 6 units.*

Proposed Zoning

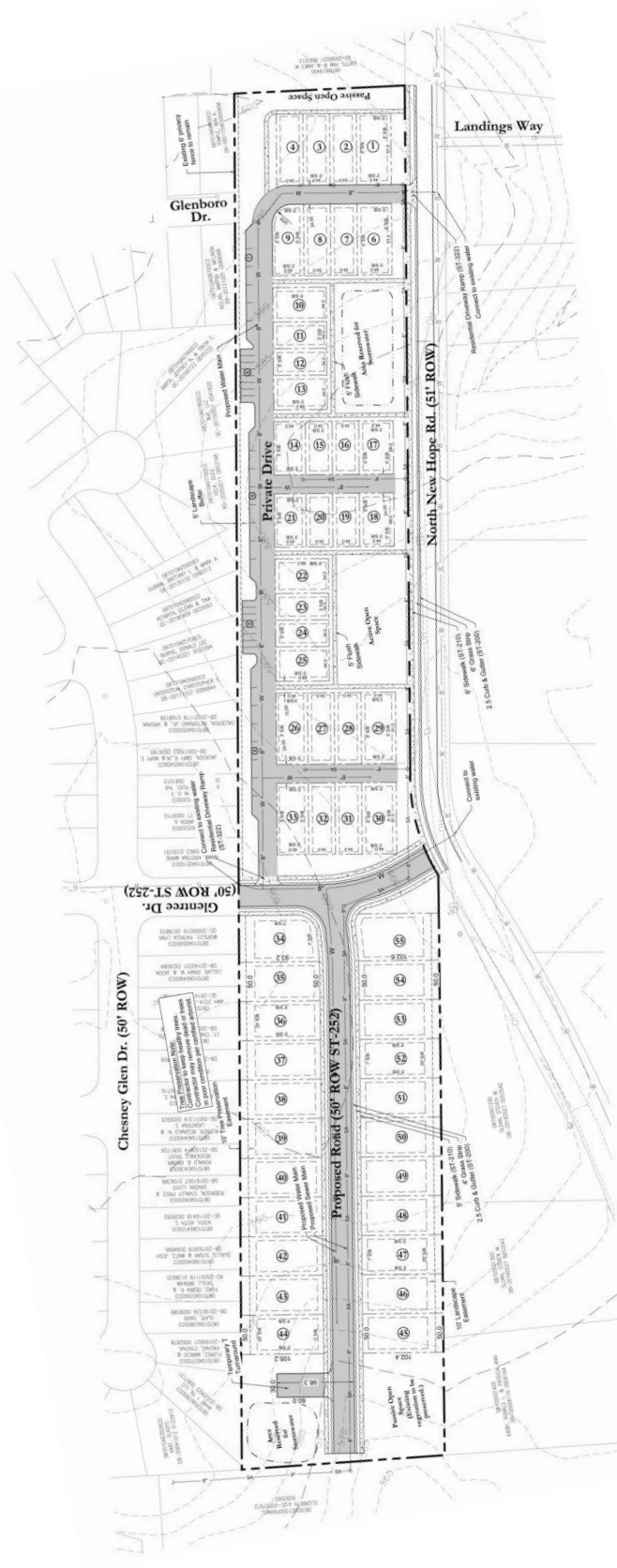
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors.



Metro Planning Commission Meeting of 10/11/18



Proposed Site Plan



Metro Planning Commission Meeting of 10/11/18

T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

Consistent with Policy?

The proposed SP is consistent with the T3 NE policy and with the surrounding development pattern, which includes traditional suburban subdivisions and low intensity residential development. The plan includes new public streets on the southern half of the site and a mixture of lot sizes, consistent with policy guidance to provide a diversity of housing types. The plan also extends an existing stub street and provides a stub to the south, increasing connectivity through the broader area, furthering the goals of the policy.

BACKGROUND

This case was deferred by the applicant from the August 23 and September 13, 2018, Metro Planning Commission meetings. No public hearing was held on August 23, 2018. This case was deferred by the applicant at the September 13, 2018 meeting, after a public hearing was held and closed, to allow sufficient time for the applicant to prepare a traffic access study and to facilitate a neighborhood meeting with additional community discussion, and to allow the applicant and staff additional opportunity for further analysis of surrounding development patterns and building elevations. After the September 13, 2018 meeting, the applicant submitted plan revisions. The October 11, 2018 staff report was subsequently updated to reflect those revisions; however, Planning's recommendation remains unchanged from the previously published staff report. The traffic access study has been scoped by Traffic and is forthcoming for review. A neighborhood meeting is scheduled for October 6, 2018.

PLAN DETAILS

The site is approximately 10 acres and currently contains one residential structure and an accessory structure, which are not proposed to remain in the proposed development. The site is located south of Old Lebanon Dirt Road on the west side of N. New Hope Road, between an existing single-family subdivision (west) and N. New Hope Road. The character of the surrounding area includes a mix of larger residential parcels and already-developed single-family subdivisions, including the Chesney Glen subdivision, located immediately west of the site.

The plan proposes 54 single-family lots. The northern half of the site includes 32 lots with a minimum lot size of 2,300 square feet, and the southern half of the site includes 22 lots in the 5,000 square foot range. The larger lots front a new public street, and the majority of the smaller lots are oriented around common space, including two central courtyards that are located between the lots and N. New Hope Road. Six lots (lots 1, 6, 17, 18, 29, and 30) are corner lots and will include porches that wrap the corners to address the open space and N. New Hope Road. Lots 1- 4 are oriented towards the northern property line, with open space and an internal sidewalk connection located west of Lot 4.

Vehicular access includes two public streets and several shared drives. Glentree Drive, an existing public street included in Chesney Glen (west), will extend through the site and connect to N. New Hope Road (east). A new public north/south road will extend from Glentree Drive to the southern



Metro Planning Commission Meeting of 10/11/18

property line, providing access to the southern lots and creating options for future connectivity to the south. A private north/south drive, that includes surface parking along the western property line, will connect from the proposed Glentree Drive extension to the north, tying back in to N. New Hope Road near the northeast corner of the property. The N. New Hope driveway connection generally aligns with Landings Way, an existing public street located on the eastern side of N. New Hope Road. There are also several east/west drives that provide access to the smaller lots. The east/west drives do not connect to N. New Hope Road, minimizing the amount of curb cuts onto N. New Hope Road. Glentree Drive and the private north/south drive are the only two connections proposed to N. New Hope Road.

The Glentree Drive extension and the new public north/south road will include a 5 foot sidewalk and 4 foot planting strip consistent with the local street standard. North New Hope Road will include a 6 foot sidewalk and 6 foot planting strip, consistent with the collector-avenue standards of the Major and Collector Street Plan.

Open space is incorporated throughout the site, including two large, central courtyards on the northern half of the site, and passive open space near the southern property line. The courtyards are located central to the smaller lots, along N. New Hope Road, and can be accessed through the internal sidewalk network or directly from N. New Hope Road. The southern open space includes existing vegetation, which is indicated to be preserved at the southeast corner of the site. Open space has also been identified along the northern and western property lines. A tree preservation easement is located at the rear of Lots 34 – 44, located along the western property line south of Glentree Drive. Notes on the plan indicate that healthy trees in this area will be preserved. Staff recommends additional landscaping be included along the western property line to minimize impacts from vehicles to adjacent properties.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of 2 stories in 36 feet.

ANALYSIS

The revised plans are generally consistent with the previously-reviewed plans, but have been updated in a few areas. The first update includes the removal of Lot 5, which was previously shown west of Lot 4, adjacent to Chesney Glen. In the September 13, 2018, staff report, staff recommended removal of this lot to allow sufficient room for a buffer and internal sidewalk connection, and to avoid a back-to-front relationship between the developments. Lot 5 is no longer included in the proposal and has been converted to open space with a sidewalk that connects back into the site, consistent with staff's previous recommendation. The second update includes a maximum height reduction from 3 stories in 36 feet to 2 stories in 36 feet. The development summary has been modified to reflect this change, and the applicant has also incorporated conceptual architectural elevations into the SP. The final SP will include architectural elevations that demonstrate compliance with the conceptual elevations and the approved architectural standards.



Metro Planning Commission Meeting of 10/11/18

The SP is consistent with the site’s land use policies and surrounding neighborhood context. The plan proposes varying lot sizes and configurations, creating a range of housing choices for future residents. The development includes lots that are grouped together around common open space, creating areas for active or passive recreation.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Significant public sewer construction work is required, to provide sewer capacity for this subdivision. This includes pump station upgrades and participation agreements. (The receiving sewer pump station currently has no capacity, without additional upgrades.) Public sewer construction plans for all this work, including the pump station, must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. Any resulting agreements needed, must be approved, and their fees paid, prior to Final SP approval. The required capacity fees must also be paid prior to Final Site Plan/SP approval. In addition, public water construction plans must also be submitted and approved, prior to Final SP approval.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TAS is required prior to final SP approval to determine turn lane storage length. Developer shall provide adequate sight distance at Glentree Dr. extension access road. Glentree Dr. shall be constructed with 2 exiting lanes. A left turn lane on N. New Hope road at access is required. Two exiting lanes on Chesney Glen Drive shall be installed if feasible within existing pavement width. The private driveway connection to North New Hope Rd shall also be evaluated for sight distance, and be connected by an ST-324 ramp.

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	10.0	0.5 D	6 U	79	10	7



Metro Planning Commission Meeting of 10/11/18

Maximum Uses in Proposed Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	10.0		55 U	600	44	58

Traffic changes between maximum: **AR2a and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+49 U	+521	+34	+51

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 2 Elementary 1 Middle 2 High

Projected student generation proposed SP-R district: 5 Elementary 4 Middle 5 High

The proposed SP zoning is expected to generate 9 more students than the existing AR2a zoning. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 54 single-family lots.
2. Vehicular access to N. New Hope Road may change depending on the requirements of the Fire Marshal's Office and Traffic. The final location will be reviewed with the final site plan.
3. On the corrected copy, add the following note: "No individual access onto Glentree Drive shall be permitted. Vehicular access for Lots 30, 31, 32, and 33 shall be provided from the rear drive only."
4. On the corrected copy, add pedestrian connections from the front of Lots 30, 31, 32, and 33 to the sidewalks on Glentree Drive.
5. On the corrected copy, remove Note 17.
6. On the corrected copy, modify the note in the Architectural Notes to read: "Building elevations shall be provided with the final site plan."
7. On the corrected copy, add the following note to the site plan and to the Architectural Notes: "Lots 1, 6, 17, 18, 29, and 30 shall include porches that wrap the corners to address the common open space and N. New Hope Road." Then remove the existing porch note from the site plan.
8. On the corrected copy, the proposed north/south road shall extend to the southern property line.
9. On the corrected copy, modify the text of the Tree Preservation Note along the western property line: Tree Preservation Easement Note.

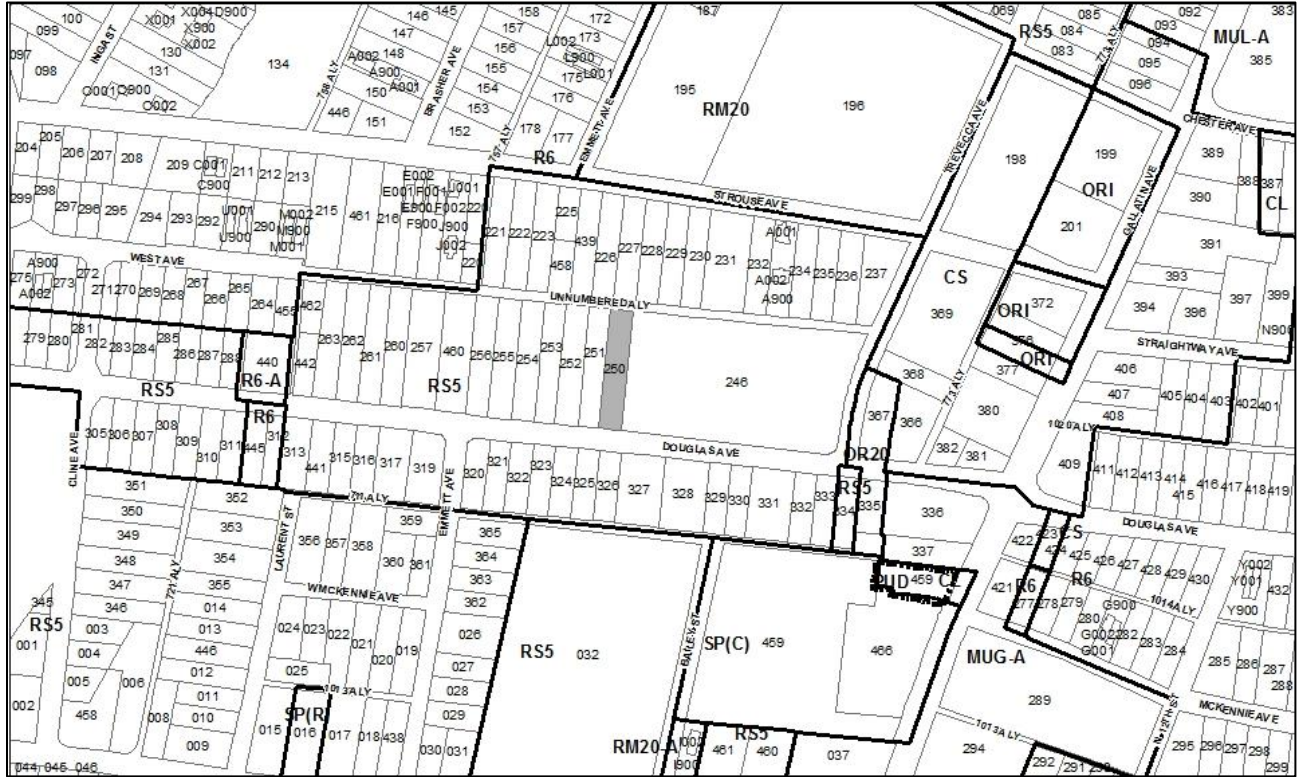


Metro Planning Commission Meeting of 10/11/18

10. On the corrected copy, add a note that the lots can be subdivided with a minimum lots size of 2,300 square feet. Modify the minimum lot size in the Development Summary.
11. No setback encroachments shall be permitted.
12. With the submittal of the final site plan, a landscape plan and plant schedule shall be provided to address items a, b, and c below, indicating the size, height, and species of all proposed vegetation. Applicant shall work with staff on landscape details with the final site plan.
 - a. Additional landscaping, beyond the 5 foot landscape buffer that is currently identified, shall be provided along the western property line, west of the surface parking spaces, to minimize impacts from vehicles to the adjacent Chesney Glen subdivision. The areas west of the perpendicular spaces shall include evergreen vegetation for sufficient screening.
 - b. Supplemental landscaping, beyond a standard buffer, shall be included in the open space between the corner lots (Lots 1, 6, 17, 18, 29, 30, and 55) and N. New Hope Road.
 - c. Areas reserved for bioretention and stormwater management shall be designed as an amenity in addition to their other functions, including any stormwater treatment areas located within the common space fronting N. New Hope Road.
13. With the submittal of the final site plan, a tree protection plan shall be provided indicate preservation of trees within common open space and tree preservation easement areas.
14. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
15. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
19. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
20. Comply with all conditions of Stormwater, Water Services, and Public Works.
21. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 10/11/18



2018Z-087PR-001
Map 072-13, Parcel(s) 250
05, East Nashville
05 (Scott Davis)



Project No. **Zone Change 2018Z-087PR-001**
Council District 05 – S. Davis
School District 5 – Buggs
Requested by Councilmember Scott Davis, applicant; Kimberly Smith-Tucker, owner.

Deferrals This item was deferred at the September 13, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Disapprove as submitted. Approve R6-A.*

APPLICANT REQUEST
Zone change from RS5 to RM20.

Zone Change
 A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential (RM20) zoning on property located at 927 Douglas Avenue, approximately 285 feet east of Emmett Avenue (0.33 acres).

Existing Zoning
Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of two units, subject to compliance with all standards of the Metro Subdivision Regulations.*

Proposed Zoning
Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of seven units.*

EAST NASHVILLE COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that



Metro Planning Commission Meeting of 10/11/18

includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

ANALYSIS

The 0.33-acre site is located on the north side of Douglas Avenue, approximately 900 feet west of Gallatin Pike. The site contains an existing single-family residential use, and is part of a pattern of narrow and deep lots along this block. Lincoln College of Technology, formerly the Nashville Auto Diesel College, is located immediately to the east. Other surrounding uses along Douglas Avenue include commercial and mixed use along Gallatin Pike, with single-family and two-family residential uses to the north and west.

A small portion of the rear of the site is within an area of Conservation policy that recognizes the presence of a stream and associated buffers along the northern property line and within unbuilt alley right-of-way. The majority of the site is within an area of T4 NE policy which is intended to support the creation and enhancement of urban residential neighborhoods that contain a diversity of housing types and are well connected, with a complete, urban street network. The policy supports a range of residential development, including single-family, two-family, and multi-family residential, depending on location and context. The subject site is located along Douglas Avenue, which is identified in the Major and Collector Street Plan (MCSP) as a collector. The site is also at the edge of a larger area of T4 NE policy, and is adjacent to a more intense District Major Institutional policy area. Generally, sites located along corridors and adjacent to more intense policies may be appropriate locations for additional intensity; however, this site lacks access to a constructed alley. A complete infrastructure system, including streets and alleys, is a key characteristic of urban neighborhoods that are appropriate for additional intensity.

The requested rezoning to RM20 is inconsistent with the T4 NE policy at this location. RM20 is in the mid to high end of the range of residential intensity supported by the policy and construction of the unbuilt alley is not a requirement of the zoning district. There is substandard, unbuilt alley right-of-way to the rear of the site, but the presence of a stream and protected buffers makes it unlikely the alley can be constructed. Additionally, the site's location mid-block requires additional properties to the east or west to redevelop and construct the alley before this site would have alley access. The narrow and deep configuration of each lot along this block also makes it challenging to achieve functional access and circulation on a site-by-site basis. Achieving the higher intensity residential permitted by RM20 zoning along this portion of Douglas Avenue would require a consolidated plan for development so that access could be evaluated and addressed holistically. The application of RM20 zoning to a single parcel is inconsistent with the goals of the policy given the site's location and context; therefore, staff recommends disapproval of the requested RM20.

Although RM20 is inappropriate at this location, the site's proximity to more intense development along Gallatin Avenue makes it an appropriate location for some additional intensity. One and Two-Family Residential – Alternative (R6-A) permits one and two family dwellings, and includes design standards for building placement, parking and access. R6-A zoning is at the lower end of the range of intensity supported by the T4 NE policy, and would provide opportunities to increase diversity of housing and provide a transition from the more intense multi-family and institutional development



Metro Planning Commission Meeting of 10/11/18

located to the east to the primarily single-family residential pattern to the west. Absent a master development plan for a larger portion of the block that can be developed at a single time with consolidated access, R6-A zoning is the most appropriate zoning district given the policy, location and context; therefore, staff recommends approval of R6-A.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.33	8.71 D	2 U	29	7	3

Maximum Uses in Proposed Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.33		7 U	91	10	8

Traffic changes between maximum: **RS5 and RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+62	+3	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM20 district: 2 Elementary 1 Middle 1 High

The proposed RM20 zoning district will generate four additional students beyond what would be generated under the existing RS5 zoning. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends disapproval of the requested RM20 and approval of R6-A.



Metro Planning Commission Meeting of 10/11/18



2018Z-092PR-001

Map 162, Parcel(s) 113, 152

12 - Southeast

31 (Fabian Bedne)



Project No. Zone Change 2018Z-092PR-001
Council District 31- Bedne
School District 2- Brannon
Requested by Williams Properties, LLC, applicant; Peggy Maxwell-Coleman and Henry Lee Jordan, owners.

Deferrals This item was deferred at the September 27, 2018, Planning Commission meeting. The public hearing was held and closed.

Staff Reviewer Burse
Staff Recommendation *Disapprove.*

APPLICANT REQUEST
Zone change from AR2a to CS.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Commercial Service (CS) zoning for properties located at 1488 and 1492 Bell Road, approximately 820 feet East of Brook View Estate Drive, (6.72 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 3 duplex lots for a total of 6 residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

SOUTHEAST NASHVILLE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



Metro Planning Commission Meeting of 10/11/18

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

ANALYSIS

The site is located on 6.72 acres, approximately 820 feet east of Brook View Estate Drive along Bell Road. Existing site conditions include two parcels each with a single-family house. The site is located on Bell Road which is identified as a Scenic Arterial Boulevard on the Major and Collector Street Plan. The Major and Collector Street Plan identifies a future collector street partially within this site which would connect Bell Road to Old Hickory Boulevard to the south. Surrounding land uses consist of single-family residential with some two-family residential and large vacant parcels. The site is located near the center of a large area of Agricultural/Residential (AR2a) zoning. Zoning districts in the larger area include Specific Plan-Residential, Agricultural/Residential (AR2a), One and Two-family Residential (R10) and Commercial Service (CS) zoning.

T3 Suburban Neighborhood Evolving policy is intended primarily for residential uses. The Commercial Service (CS) zoning district permits commercial uses, which is not consistent with the T3 Suburban Neighborhood Evolving policy. This site has sensitive environmental features identified by Conservation policy that include stream buffers, wetland buffers and steep slopes located in the center of the site and along site frontage. The proposed rezoning is not consistent with the T3 Suburban Neighborhood Evolving policy area as it could introduce commercial uses into a policy area that is intended to create and enhance residential neighborhoods.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

WATER SERVICES

Approve with conditions

- Southeast Quadrant water document signed by owner and is on file.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	6.72	0.5 D	6 U	79	10	7

*Based on two-family residential lots



Metro Planning Commission Meeting of 10/11/18

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	6.72	0.6 F	175,633 S.F.	8818	157	825

Traffic changes between maximum: AR2a and CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+8739	+147	+818

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 0 Elementary 0 Middle 0 High

Projected student generation proposed CS district: 0 Elementary 0 Middle 0 High

The proposed CS zoning is not expected to generate more students than the existing AR2a zoning district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends disapproval as the request is not consistent with the T3 Neighborhood Evolving policy of the Southeast Nashville Community Plan.



Metro Planning Commission Meeting of 10/11/18



2014SP-001-005

TREATY OAKS SP (AMENDMENT)

Map 091-06, Parcel(s) 249

Map 091-06-0-L, Parcel(s) 900

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2014SP-001-005
Project Name	Treaty Oaks SP (Amendment)
Council District	20 – Roberts
School District	1 – Gentry
Requested by	CESO, Inc., applicant; 1211 57th Avenue T.O., LLC, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Withdraw.</i>

APPLICANT REQUEST
Amend the SP.

Specific Plan Amendment

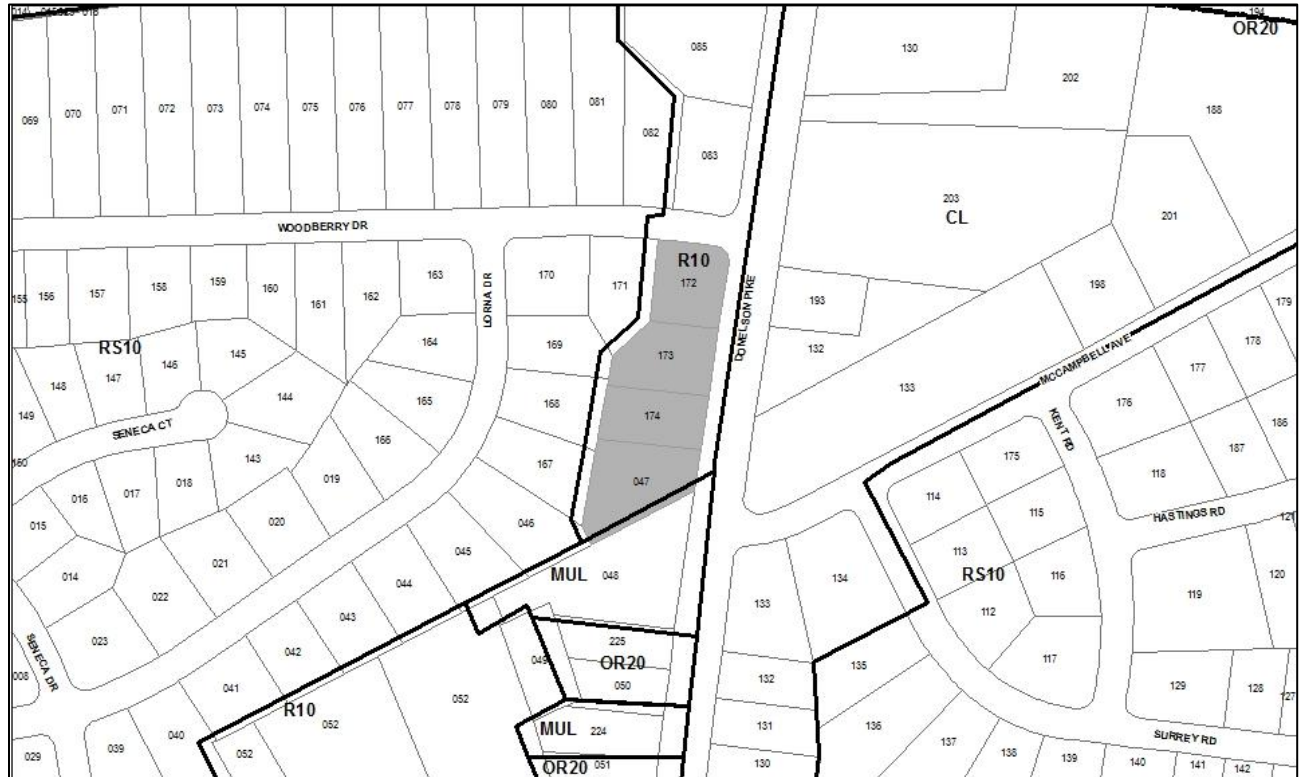
A request to amend a Specific Plan on a portion of property located at 1206B 60th Avenue North, 58th Avenue North (unnumbered), approximately 185 feet north of Morrow Road, zoned Specific Plan-Residential (SP-R) to increase maximum height from 40 feet to 45 feet (0.91 acres).

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



Metro Planning Commission Meeting of 10/11/18



2018SP-062-001

222 - 228 DONELSON PIKE SP

Map 096-05, Parcel(s) 172-174

Map 096-09, Parcel(s) 047

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



Project No. Specific Plan 2018SP-062-001
Project Name 222 – 228 Donelson Pike SP
Council District 15 - Syracuse
School District 4 - Shepherd
Requested by Dale and Associates, applicant; SWA Dream Home LLC, owner

Deferrals This item was deferred at the September 27, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the October 25, 2018, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit up to 13 multi-family residential units and 5,800 square feet of office space.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 222, 224, 226, and 228 Donelson Pike, at the southwest corner of Woodberry Drive and Donelson Pike (1.55 acres), 13 multi-family residential units and 5,800 square feet of office space.

STAFF RECOMMENDATION

Staff recommends deferral to the October 25, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 10/11/18



2018SP-063-001
1114 WEST GROVE SP
Map 105-09, Parcel(s) 165-166
10, Green Hills-Midtown
17 (Colby Sledge)



Project No.	Specific Plan 2018SP-063-001
Project Name	1114 West Grove SP
Council District	17 – Sledge
School District	8 – Pupo-Walker
Requested by	Smith Gee Studio, applicant; FMBC Investments, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit up to 5 multi-family residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan – Residential (SP-R) zoning on properties located at 1114 West Grove Avenue, approximately 80 feet east of 12th Avenue South to permit five multi-family residential units (0.24 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 1 duplex lot for a total of 2 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site. A final determination on duplex eligibility is made by Codes.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

GREEN HILLS-MIDTOWN COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.



Metro Planning Commission Meeting of 10/11/18

The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Proposed Site Plan



Metro Planning Commission Meeting of 10/11/18

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Supplemental Policy Area

The 12th Avenue South Detailed Corridor Neighborhood Design Plan (DNBP) provides guidance for future development along the 12th Avenue South corridor and the interior neighborhoods, including guidance for infill opportunities, appropriate land uses and transitions between land uses, and enhanced connectivity.

Consistent with Policy?

The proposed SP is primarily located on the edge of T4 NM policy, extending east and south of the site. The site is located in close proximity to higher intensity policy areas, including T4 CM (west) and T4 NE (Neighborhood Evolving, north). A small area of T4 CM policy is identified along the western property line, associated with the adjacent (western) parcel, located along the 12th Avenue South corridor. The site is also located within a supplemental policy area, which generally focuses on creating mixed-use opportunities along the corridor that complements the character of the surrounding neighborhoods. Conservation policy is located near the southwestern corner, identifying a small pocket of steeper slopes. One of the primary goals of T4 NM policy is to enhance urban neighborhoods with high levels of connectivity. The site served by existing transit, with an existing MTA bus stop located approximately 100 feet southwest of the site, as well as several MTA/RTA bus stops located along 12th Avenue South, offering options beyond single vehicle occupancy trips. The plan is consistent with the land use policies, as it supports infill development that is compatible with surrounding residential areas.

PLAN DETAILS

The site includes two parcels on approximately 0.24 acres and currently contains one residential structure, which is not included in this proposal. The site is located on the north side of West Grove Avenue, approximately 80 feet east of 12th Avenue South, which includes higher intensity residential and non-residential development. A majority of the parcels along West Grove Avenue include already-developed two-family structures. A mixed-use SP that fronts West Grove Avenue and 12th Avenue South is located adjacent to this site and includes office and multi-family development. Multi-family development is also located directly across the street, south of the 12th and West Grove SP.

The plan proposes a total of five multi-family units housed in two separate buildings. Building A is located on the western half of the site and contains three units, with two units that front West Grove Avenue and one unit located to the rear. Building B is located on the eastern half of the site and contains two units, with one West Grove-fronting unit and the second unit located to the rear. The front setback of Building A is 15 feet, increasing to 20 feet for Building B, providing an appropriate transition from the adjacent mixed use development to the single and two-family residential properties along West Grove Avenue.



Metro Planning Commission Meeting of 10/11/18

An existing driveway and retaining wall at the front of the site will be removed, opening up the space along West Grove Avenue and creating a pedestrian oriented streetscape with sidewalk connections to the street. Pedestrian access to all units is provided from an internal courtyard located between the buildings, accessible from the street and from a surface parking lot located behind the units. The street-fronting units (A1, A2, and B1) will also include individual sidewalk connections from the front entries to the street.

Vehicular access is provided from an existing alley located behind the site to a surface parking lot. A total of 9 parking stalls are provided. Landscaping is provided along the eastern property line and around the surface parking lot to buffer the site from adjacent properties. Staff recommends additional evergreen landscaping be installed along the eastern property line to buffer the site from an adjacent residence.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 40 feet.

ANALYSIS

The SP is consistent with the site's land use policies. The site is located on the edge of a Neighborhood policy, situated on the seam of more intense policy areas, including T4 CM (west) and T4 NE (north). An initial plan shared with staff proposed 9 stacked flats in one building, located much closer to the street. At staff's request, the scope and layout was modified to include 5 semi-attached courtyard units, providing an appropriate design that blends new development into the surrounding neighborhood. The plan appropriately transitions in building form, massing, and height from the higher intensity development pattern along 12th Avenue South to the residential uses interior to the neighborhood. The SP provides for additional housing choice for residents in the area, and the proposed architectural standards and treatments enhance the design quality of the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.



Metro Planning Commission Meeting of 10/11/18

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to Final SP, relocate the solid waste/ recycling container out of the public alley ROW.

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.24	5.4 D	2 U	29	7	3

*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.24		5 U	67	9	6

Traffic changes between maximum: **R8 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+38	+2	+3

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High

The proposed SP zoning is expected to generate one more student than the existing R8 zoning. Students would attend Waverly-Belmont Elementary School, J.T Moore Middle School, and Hillsboro High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



Metro Planning Commission Meeting of 10/11/18

CONDITIONS

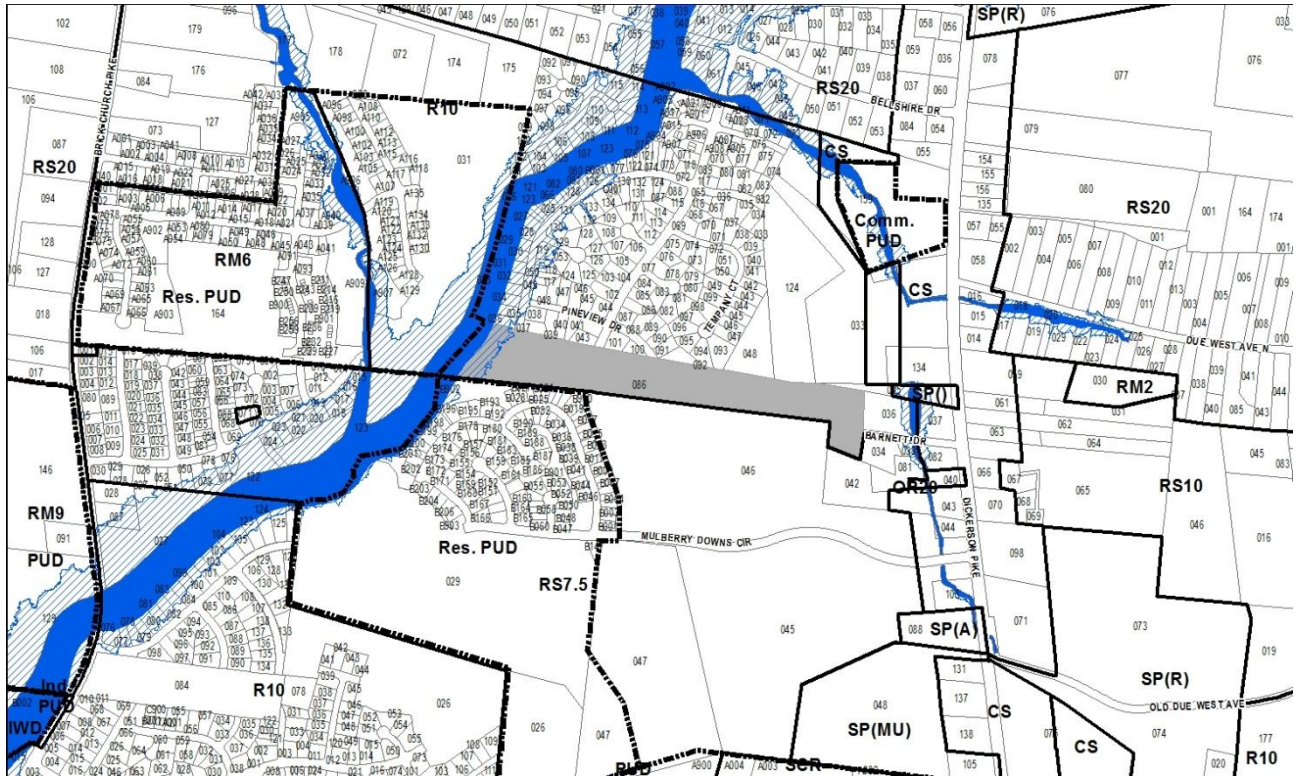
1. Permitted uses within the SP shall be limited to a maximum of 5 multi-family residential units.
2. On the corrected copy, the dumpster area shall be relocated outside of the public alley and shall be screened with a fence and landscaping.
3. The 3 foot landscape buffer that is currently identified along the eastern property line, east of the surface parking spaces, shall include additional evergreen vegetation for sufficient screening to minimize impacts from vehicles to the adjacent properties.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. The final site plan shall comply with Metro Zoning Code Parking requirements.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
12. Comply with all conditions and requirements of Stormwater, Water Services, and Public Works.
13. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 10/11/18



2018SP-067-001

PINEVIEW COTTAGES SP

Map 050, Parcel(s) 086

02, Parkwood -Union Hill

03 (Brenda Haywood)



Project No.	Specific Plan 2018SP-067-001
Project Name	Pineview Cottages SP
Council District	03 - Haywood
School District	1 – Gentry
Requested by	Dale and Associates, applicant; Daniel Zumwalt, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone to SP to permit 40 single-family residential lots.

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan-Residential (SP-R) zoning on property located at Dickerson Pike (unnumbered), at the terminus of Barnett Drive (17.97 acres), to permit 40 single-family residential lots.

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 66 lots with 16 duplex lots for a total of 82 units.*

Proposed Zoning

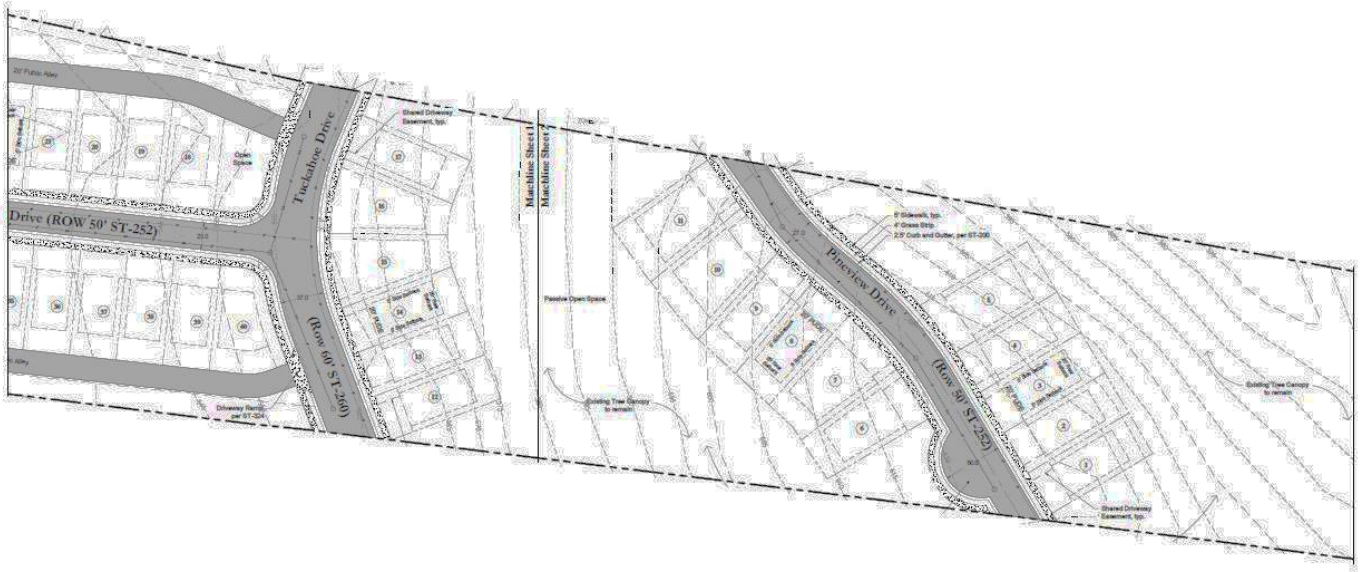
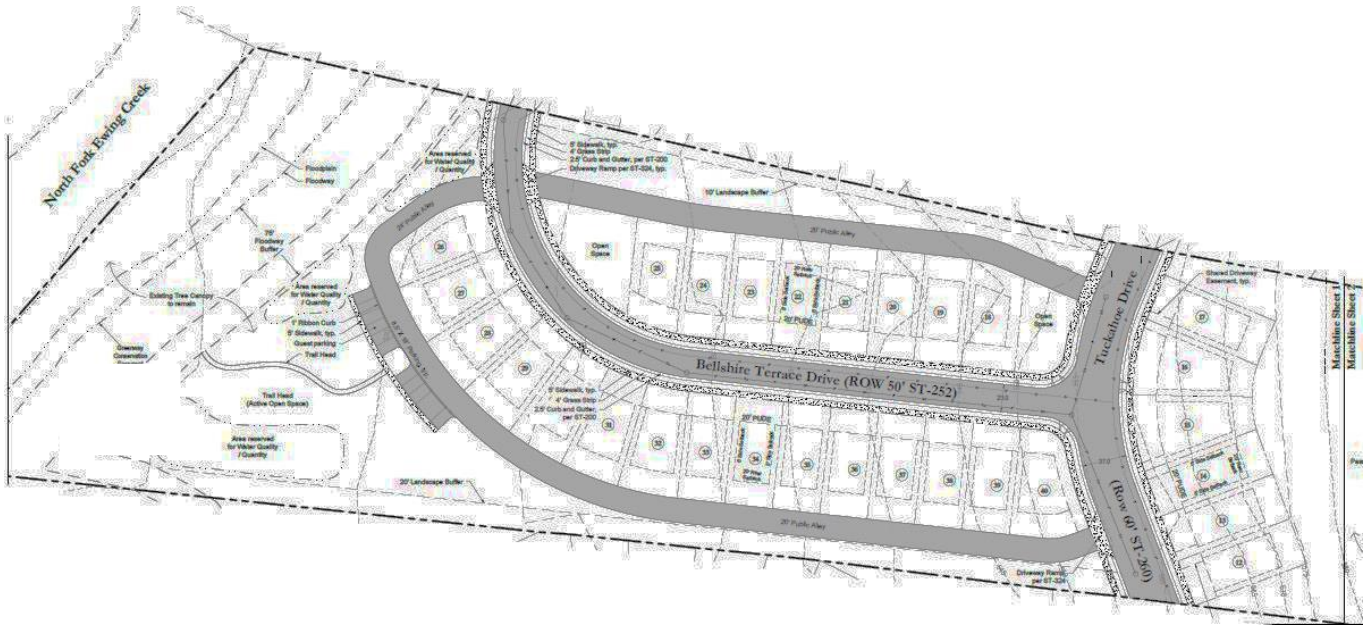
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

PARKWOOD-UNION HILL COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.



Metro Planning Commission Meeting of 10/11/18



Proposed Site Plan



Metro Planning Commission Meeting of 10/11/18

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Consistent with Policy?

The property is located within the T3 Suburban Neighborhood Evolving policy area which is intended to create and enhance suburban residential neighborhoods with more housing choices and improved pedestrian, bicycle and vehicular connectivity. The plan proposes 40 single-family lots with setbacks and lot sizes that are generally consistent with the existing development pattern of the area. The plan includes the extension of three public streets and two stub streets providing opportunities to enhance connectivity for the greater area. Portions of the site are within the Conservation policy in response to North Fork Ewing Creek which borders the site to the west and some intermittent sloped areas throughout the property. No development is proposed in these areas.

PLAN DETAILS

The site is located at the terminus of Barnett Drive, approximately 600 feet west of the intersection Barnett Drive and Dickerson Pike. The site is approximately 17.97 acres and is currently vacant.

Site Plan

The plan proposes 40 single-family residential lots. Access to the site will be provided by the extension of Bellshire Terrace Drive, Pineview Drive, and Tuckahoe Drive which are all identified as local streets by the Major and Collector Street Plan. A series of public alleys will provide direct access to lots 18-40 while shared driveways will be used to access lots 1-17. All lots are oriented to public streets and heights will be limited to three stories in 35 feet. The plan also includes architectural standards as well as improved pedestrian facilities consisting of five foot sidewalks with four foot planting strips. A total of 12.7 acres is set aside as open space.

ANALYSIS

The plan is consistent with the site's T3 Neighborhood Evolving and Conservation policies. The plan proposes single-family lots with lot sizes and setbacks that are generally consistent with the existing development pattern of the area. Additionally, the proposed plan enhances pedestrian and vehicular connectivity by providing five foot sidewalks along all streets and multiple public street extensions. Stub streets to adjacent vacant properties are provided as well. The plan avoids development in the environmentally sensitive areas of the site and includes enhanced architectural standards, consistent with goals of the policies.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting of 10/11/18

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. Any required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TAS will be required prior to Final SP to determine any roadway improvements.

Maximum Uses in Existing Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	17.97	4.35 D	82 U	867	64	84

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	17.97		40 U	448	34	43

Traffic changes between maximum: **R10 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-42 U	-419	-30	-41

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 10 Elementary 9 Middle 10 High
Projected student generation proposed SP-R district: 6 Elementary 5 Middle 6 High

The proposed SP-R zoning district would generate 12 fewer students than what is typically generated under the existing R10 zoning district. Students would attend Bellshire Design Center Elementary, Madison Middle School, and Hunters Lane High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.



Metro Planning Commission Meeting of 10/11/18

STAFF RECOMMENDATION

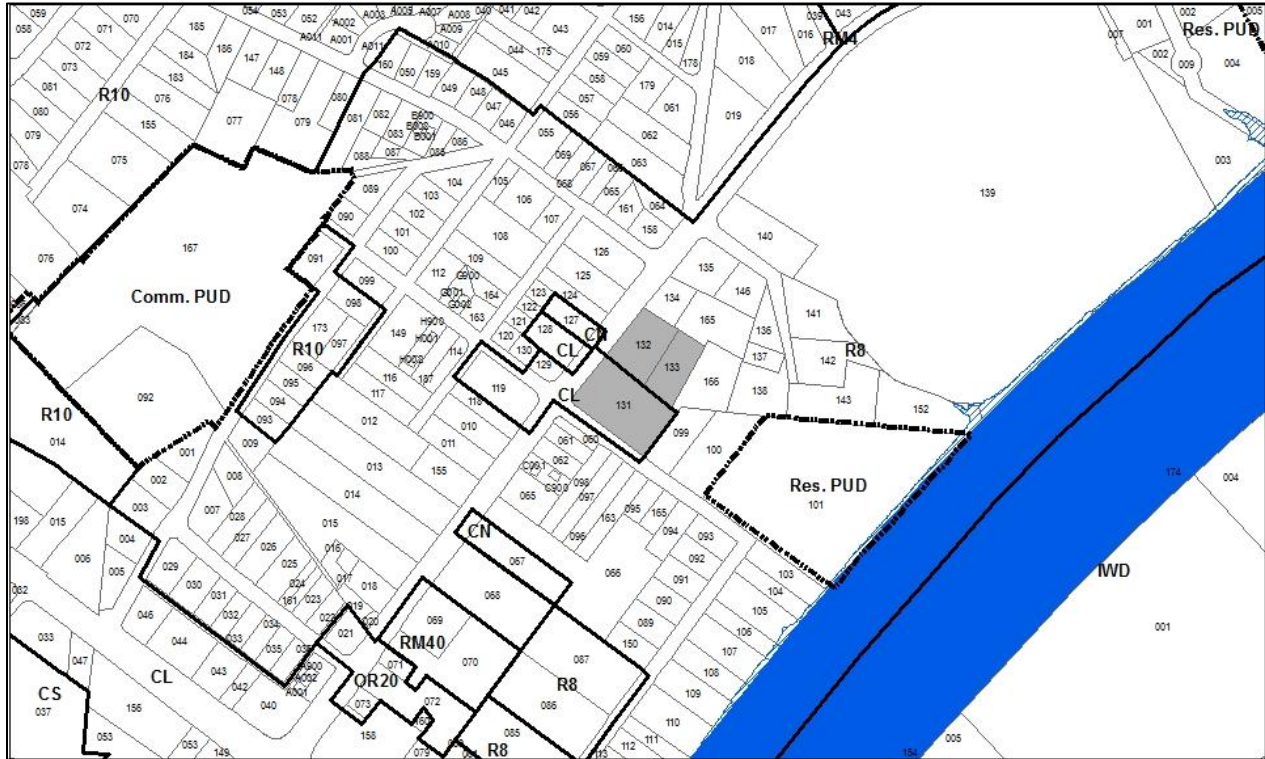
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited 40 single-family residential lots.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. On the corrected set, add the following note: Shared access shall be required for lots 1-17.
4. All lots shall have a minimum lot area of 3,600 square feet.
5. A 75 foot greenway conservation easement encompassing the floodway buffer as shown on the plan shall be recorded prior to final SP approval.
6. Comply with all conditions and requirements of Metro agencies.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 10/11/18



2018SP-068-001

0 BUENA VISTA PIKE SP

Map 070-09, Parcel(s) 131-133

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



Project No.	Specific Plan 2018SP-068-001
Project Name	0 Buena Vista Pike SP
Council District	02- Hastings
School District	1- Gentry
Requested by	Smith Gee Studio, applicant; Silmar Holdings, LLC, Tree Mendus Development JV, and UP Development, LLC, owners.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone to SP to permit a mixed-use development.

Preliminary SP

A request to rezone from Commercial Limited (CL) and One and Two-Family Residential (R8) zoning to Specific Plan- Mixed Use (SP-MU) zoning for property located at 2210 and 2216 Buena Vista Pike and Buena Vista Pike (unnumbered), located on the eastern corner of the intersection of Buena Vista Pike and Cliff Drive, (2.7 acres), to permit a mixed use development.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.44 dwelling units per acre including 25 percent duplex lots. *Approximately 1.38 acres of the site are within the R8 zoning district. R8 would permit a maximum of 7 lots with 1 duplex lot for a total of 8 residential units, based on acreage only. Application of the subdivision regulations may result in fewer lots.*

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

BORDEAUX-WHITES-HAYNES TRINITY CREEK COMMUNITY PLAN

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity.



Metro Planning Commission Meeting of 10/11/18



Proposed Site Plan



Metro Planning Commission Meeting of 10/11/18

Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The policy calls for improvement of the existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development.

PLAN DETAILS

The vacant 2.7 acre site is located at the northeast corner of the intersection of Buena Vista Pike and Cliff Drive in the West Trinity Lane in the Bordeaux-White Creek-Haynes Trinity Community Plan area. This is a request for a regulatory Specific Plan (SP) and does not include a site plan. The SP proposes multi-family residential units and commercial uses. The SP is divided into two districts, one for a mix of uses (District 1) and the other for residential uses (District 2) only. District 1 has a maximum height of 70 feet along site frontage on Buena Vista Pike to the highest portion of the roof. The remaining portions of District 1 have a maximum height of 45 feet in the interior of the site and 35 feet at the southeastern site boundary. District 2 has a maximum height of 65 feet along site frontage on Buena Vista Pike to the highest portion of the roof. The remaining portions of District 2 have a maximum height of 45 feet in the interior of the site and 35 feet at the southeastern site boundary.

Site access is from Cliff Drive. Non-residential uses orient to Buena Vista Pike. Residential units along the site perimeter orient to Buena Vista Pike and Cliff Drive. Units located in the interior of the site orient to centralized open space. The SP provides sidewalk improvements along site frontage along Buena Vista Pike and Cliff Drive consistent with Major and Collector Street Plan standards and local standards. This SP provides a standard Type A landscape buffer along the southeast site boundary in both District 1 and District 2.

ANALYSIS

Existing uses near the site consist of single-family residential, two-family residential, multi-family residential, commercial and vacant land. The plan proposes additional development along Buena Vista Pike, including a mix of multi-family residential units and neighborhood scale commercial uses. The mix of uses provides for additional diversity of housing and neighborhood scale commercial development that will serve the needs of the immediate community, consistent with the goals of the supplemental policy adopted as part of the Haynes Trinity plan. The supplemental policy calls also for enhanced pedestrian infrastructure. New public sidewalks along site frontage on Cliff Drive and sidewalk upgrades along site frontage on Buena Vista Pike will further enhance pedestrian connectivity within the immediate area.



Metro Planning Commission Meeting of 10/11/18

The supplemental policy for the Haynes Trinity area envisioned that this portion of the study area would accommodate additional intensity in concert with the installation of infrastructure, specifically an integrated road and alley network that would begin to establish a block structure along this portion of Buena Vista Pike. The supplemental policy included a conceptual layout of potential vehicular connections, with final street and alley alignments to be established based on detailed site-specific analysis completed at the time of development. Due to the locations of existing intersecting streets along this portion of Buena Vista Pike, it is not possible to locate a new public street or alley connection on this site and comply with Public Works standards for separation distance to ensure safety at all intersections. This limitation precludes establishment of new vehicular connections that would support higher intensity development on this site; however, although the SP does not provide additional vehicular connections, it is located immediately adjacent to Buena Vista Pike, which is identified as a major arterial on the Major and Collector Street Plan. The site's location on a major arterial makes it an appropriate location for some additional intensity to activate and frame the corridor. The SP proposes a moderate increase in intensity and is consistent with the goals of the policy to ensure that additional intensity is supported by adequate infrastructure.

This proposal achieves several goals of the supplemental policy, including pedestrian connectivity and a mix of uses. This proposal does not This SP is consistent with the T4 Urban Neighborhood Center, T4 Urban Neighborhood Evolving and the Haynes Trinity Supplemental policy areas at this location.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

- Add preliminary note to plans.
- Beyond LID measures, additional detention may be required.
- Any storm conveyances that traverse the site must be adequately handled through the site.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Prior to Final SP approval Final Site Utility Plans must match the Final SP. Any required capacity fees must be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.



Metro Planning Commission Meeting of 10/11/18

- Submit copy of ROW dedications prior to bldg. permit sign off.
- 'Districts 1 and 2' are to have access via the recorded shared access and Cliff Dr. No additional access onto Buena Vista will be approved.
- Each 'District' is to have a dumpster and recycling container(s), serviced by a private hauler.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A TIS shall be required prior to final SP approval.
- Reserve ROW for a 3lane cross section along Cliff Dr.
- Access to development shall be near back property line and located an appropriate distance from intersection of Buena Vista Pk and Cliff Dr intersection.
- Provide a loading zone per metro code on site.
- Project shall provide guest drop off, valet, and short term deliveries on site an appropriate distance from public ROW.

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.38	5.44 D	8 U	102	11	9

*Based on two-family lots

Maximum Uses in Existing Zoning District: **CL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.32	0.6 F	34,499 S.F.	2190	110	236

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.38		73 U	512	36	45

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.32		13,939 S.F.	885	45	96



Metro Planning Commission Meeting of 10/11/18

Traffic changes between maximum: R8, CL and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-895	-40	-104

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 2 Middle 2 High

Projected student generation proposed SP-MU district: 40 Elementary 23 Middle 20 High

The proposed SP-MU zoning is expected to generate 77 more students than the existing R8 and CL zoning districts. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. Each school has been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

CONDITIONS

1. Permitted uses in District 1 shall be limited to uses permitted by the MUN-A zoning district. The following uses are prohibited: cash advance, check cashing, title loan, auction house, pawnshop, radio/TV/satellite tower, satellite dish, waste water treatment, water treatment plant, medical waste, recycling collection center, country club, cemetery, power/gas substation, reservoir/water tank, water/sewer pump station, wind energy facility, driving range and golf course. Permitted uses in District 2 shall be limited to uses permitted by the RM20-A zoning district. The following use is prohibited in District 2 only: Short-term rental property (STRP).
2. Sidewalks with a minimum width of 6 feet and a grass strip with a minimum width of 8 feet shall be installed along site frontage on Buena Vista Pike. Sidewalks with a minimum width of 5 feet and a grass strip with a minimum width of 4 feet shall be installed along site frontage on Cliff Drive.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. The final site plan shall label all internal drives as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
5. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district for District 1 and the RM20-A zoning district for District 2 as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

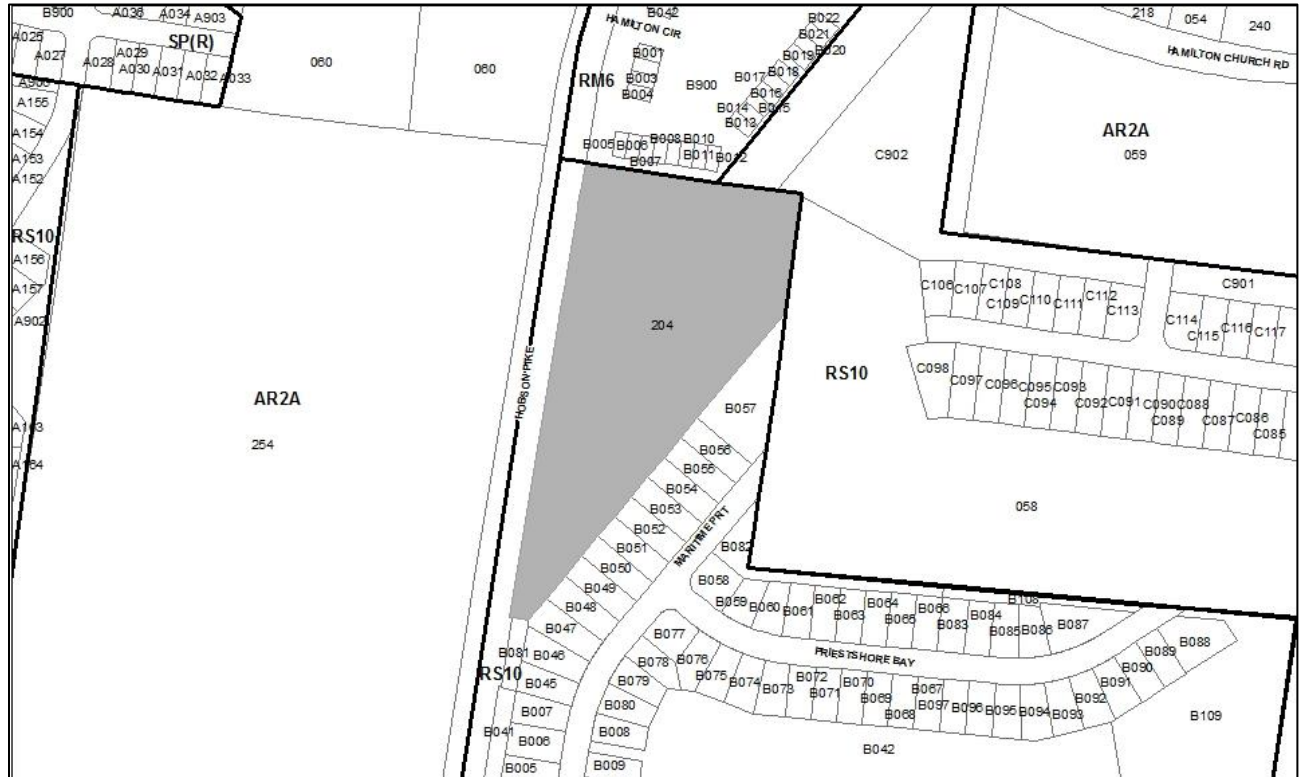


Metro Planning Commission Meeting of 10/11/18

7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 10/11/18



2018Z-090PR-001
Map 164, Parcel(s) 204
13, Antioch-Priest Lake
33 (Antoinette Lee)



Project No.	Zone Change 2018Z-090PR-001
Council District	33 – A. Lee
School District	6 – Bush
Requested by	Nadine Choufani, applicant; Al Sisi Construction, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS10 to RM6.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential (RM6) zoning for an unnumbered property located on Hobson Pike, approximately 729 feet south of Hamilton Church Road (5.66 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 24 residential units.*

Proposed Zoning

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre. *RM6 would permit a maximum of 33 residential units.*

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

ANALYSIS

The proposed zone change from a single-family zoning district to a multi-family zoning district is consistent with the T3 NE policy, at this location. The policy supports a variety of residential zoning districts including multi-family residential. The majority of the surrounding area consists of single-family residential lots. The proposed RM6 district will provide for additional housing choice in the area consistent with the policy.



Metro Planning Commission Meeting of 10/11/18

In addition to the proposed RM6 district being consistent with the policy, location and site constraints also make RM6 more appropriate than the existing RS10 zoning district. The subject property is directly across the street from J.F. Kennedy Middle School. The property directly to the north is zoned RM6, and multi-family units are currently under development. The Major and Collector Street Plan (MCSP) designates Hobson Pike as an arterial. The property is bisected by TVA transmission lines and associated easement that covers a majority of the site. Because of this easement, building placement is limited to the northwestern portion of the site.

Given the site constraints any development under RS10 would likely result in large lots fronting onto Hobson Pike. This development type is less appropriate given that the property is on a busy arterial across the street from a middle school and adjacent to a multi-family development. The proposed RM6 would permit a development type that is more appropriate and consistent with the adjacent development.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues will be addressed in the permit phase.

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	5.66	4.35	24 U	280	22	26

Maximum Uses in Proposed Zoning District: **RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	5.66		34 U	249	16	20

Traffic changes between maximum: **RS10 and RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+10 U	-31	-6	-6



Metro Planning Commission Meeting of 10/11/18

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 5 Elementary 4 Middle 3 High

Projected student generation proposed RM6 district: 1 Elementary 1 Middle 1 High

The proposed RM6 zoning district would generate three less students than what is typically generated under the existing RS10 zoning district. Students would attend Mt. View Elementary, J.F. Kennedy Middle School and Antioch High School. There is capacity within the cluster for additional elementary and middle school students, but there is no additional capacity for high school students. There is additional capacity for high school students in the adjacent McGavock and Glenclyff clusters. Since the proposed zoning generates fewer high school students than what is generated with the existing zoning, then the proposal has less of a fiscal impact on the school system than the existing zoning. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/11/18



2018Z-095PR-001

Map 092-07, Part of Parcel(s) 255-256

08, North Nashville

21 (Ed Kindall)



Project No.	Zone Change 2018Z-095PR-001
Council District	21 – Kindall
School District	5 – Buggs
Requested by	Civil Site Design Group, PLLC, applicant; RM Dixon Real Estate, LLC, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST
Zone change from R6 to MUL.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Mixed Use Limited (MUL) for properties located on 2302 Merry Street and Merry Street (unnumbered), (0.21 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 duplex lot for a total of 2 units.*

Proposed Zoning

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Consistent with Policy?

No. The T4 Neighborhood Evolving policy is applied to areas that are zoned residential and where the primary land use is envisioned to remain residential. The requested rezoning would permit a range of office, retail, and other non-residential uses that would be inconsistent with the land use policy for the site. Additionally, the site has limited access and is located at the end of a dead end street. The request is inconsistent with the land uses north of Merry Street and is not supported by the site’s T4 NE policy.



Metro Planning Commission Meeting of 10/11/18

ANALYSIS

The site consists of two parcels totaling 0.21 acres and is located at the terminus of Merry Street, approximately 900 feet east of the intersection of Merry Street and 25th Avenue North. The site is currently vacant. The adjacent properties to the north, east, and west are vacant while property south of Merry Street is being used for light industrial. The existing zoning allows single and two-family residential uses with a 6,000 square foot minimum lot size.

The Urban Neighborhood Evolving policy is intended to create and enhance urban residential neighborhoods and does not support non-residential zoning districts. The request would permit a range of commercial uses in a large area of residentially zoned properties. Additionally, the site has limited access as it is located at the terminus of Merry Street and the alley to the rear of the property is unbuilt. The proposed rezoning would allow for development that would disrupt the existing character of the residential neighborhood and would permit uses that are not supported by the policy applied to the property and surrounding residential area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.21	7.26 D	2 U	29	7	3

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.11		5 U	67	9	6

Maximum Uses in Proposed Zoning District: **MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.05		2,178 S.F.	139	7	15



Metro Planning Commission Meeting of 10/11/18

Maximum Uses in Proposed Zoning District: **MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.05		2,178 S.F.	26	29	4

Traffic changes between maximum: **R6 and MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+203	+38	+22

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed MUG district: 4 Elementary 3 Middle 2 High

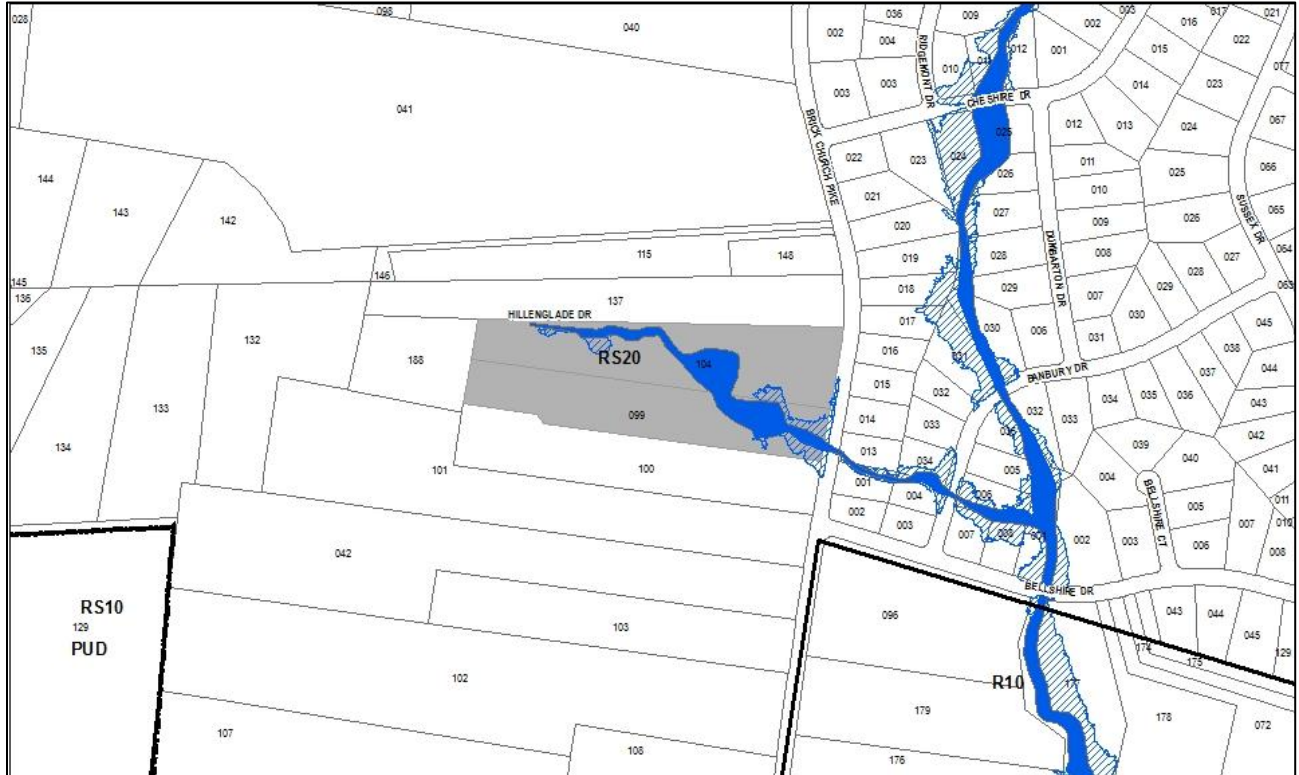
The proposed MUL zoning district would generate 9 more students than what is typically generated under the existing R6 zoning district. Students would attend Park Avenue Enhanced Elementary School, McKissack Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the existing land uses of the area and the goals of the T4 Neighborhood Evolving policy at this location.



Metro Planning Commission Meeting of 10/11/18



2018Z-097PR-001
Map 041, Parcel(s) 099, 104
02, Parkwood-Union Hill
03 (Brenda Haywood)



Project No.	Zone Change 2018Z-097PR-001
Council District	3 – Haywood
School District	1 - Gentry
Requested by	Land Development Solutions, applicant; David Woody and Amanda Ball, owners.
Staff Reviewer	Rickoff
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from RS20 to AR2a

Zone Change

A request to rezone from Single-Family Residential (RS20) to Agricultural/Residential (AR2a) zoning on properties located at 3914 and 3920 Brick Church Pike, approximately 200 feet northwest of Bellshire Drive (13.42 acres).

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 24 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

Proposed Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a may permit a maximum of six lots with one duplex lot for a total of 7 units, based on the acreage only. However, a final determination on duplex eligibility is made by Codes.*

PARKWOOD-UNION HILL COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity.



Metro Planning Commission Meeting of 10/11/18

Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

ANALYSIS

The vacant site includes two parcels on approximately 13.42 acres. The properties are located on the west side of Brick Church Pike, south of Old Hickory Boulevard. Brick Church Pike is generally the dividing line between traditional suburban subdivisions to the east and larger residential or undeveloped properties to the west.

With the exception of a small area at the front of the site in T3 NE policy, this site is primarily located in CO policy, identifying steep slopes, problem soils, a stream, floodway, and associated stormwater regulation buffers, where development may be limited due to sensitive environmental features. The site is bisected by a stream and floodway that run from the southeastern property corner to the north and west, separating the front of the site from the problem soils and steeper slopes located behind the floodway areas. The unencumbered area east of the floodway, in T3 NE policy, is located outside of the most environmentally sensitive areas and may therefore support new construction however, given the surrounding features, the feasibility of achieving the goals of the T3 NE policy to enhance housing choice and improve connectivity may be limited. Rezoning to AR2a would encourage development that is more in keeping with policy guidance to balance future development with the protection and preservation of environmentally sensitive features. On balance, given the site-specific characteristics and limited development capacity at this site, staff finds the AR2a zoning district to be consistent with the CO land use policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

Fire Code issues will be addressed in the permit phase.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **RS20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	13.42	2.17 D	29 U	333	26	31



Metro Planning Commission Meeting of 10/11/18

Maximum Uses in Proposed Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	13.42	0.5 D	7 U	91	10	8

*Based on two-family lots

Traffic changes between maximum: **RS20 and AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-22 U	-242	-16	-23

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 district: 4 Elementary 3 Middle 4 High

Projected student generation proposed AR2a district: 4 Elementary 3 Middle 4 High

The proposed AR2a zoning is expected to generate the same number of students than the existing RS20 zoning. Students would attend Bellshire Design Center, Madison Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/11/18



2018Z-098PR-001
Map 092-04, Parcel(s) 312-314
08, North Nashville
19 (Freddie O'Connell)



Project No. 2018Z-098PR-001
Council District 19 – O’Connell
School District 5 - Buggs
Requested by Catalyst Design Group, applicant; Cottage Partners, LLC, owner.
Staff Reviewer Hill
Staff Recommendation Approve.

APPLICANT REQUEST
Rezone from RM20 to MUL-A.

Zone Change

A request to rezone from Multi-Family Residential (RM20) to Mixed-Use Limited – Alternative (MUL-A) zoning for properties located at 1501 Herman Street and Herman Street (unnumbered), between 14th Avenue North and 16th Avenue North (2.68 acres).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 54 units.*

Proposed Zoning

Mixed-Use Limited - Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

Consistent with Policy?

This rezoning request is consistent with the T4 MU policy at this site. The MUL-A zoning district will permit a diverse mix of uses including office, retail, and residential. Additionally, the alternative zoning district includes enhanced development standards pertaining to building placement and access, consistent with the land use policy. The site has frontage on Herman Street and 6th Avenue North, identified as a collector and local street, respectively, by the major and collector Street Plan. The proposed rezoning brings the property closer to the goals of the policy by allowing mixed use development at a highly accessible location.

ANALYSIS

The property consists of three parcels totaling 2.68 acres located at 1501 Herman Street in North Nashville. The site is currently vacant. The property has multiple street frontages and is adjacent to two MTA transit stops.



Metro Planning Commission Meeting of 10/11/18

The requested MUL-A zoning would allow for a greater diversity of uses including retail, office, and residential uses and would require design and access requirements that are consistent with the goals of the policy. Additionally, the request will permit a variety of non-residential uses that could serve the existing residents of the greater area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic study may be required at the time of development.

Maximum Uses in Existing Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.68		54 U	368	27	35

Maximum Uses in Proposed Zoning District: **MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.34		58 U	398	29	37

Maximum Uses in Proposed Zoning District: **MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.67		29,185 S.F.	322	54	36

Maximum Uses in Proposed Zoning District: **MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.67		29,185 S.F.	2603	156	219

Traffic changes between maximum: **RM20 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2955	+212	+257



Metro Planning Commission Meeting of 10/11/18

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 40 Elementary 29 Middle 24 High

Projected student generation proposed MUL-A district: 44 Elementary 31 Middle 26 High

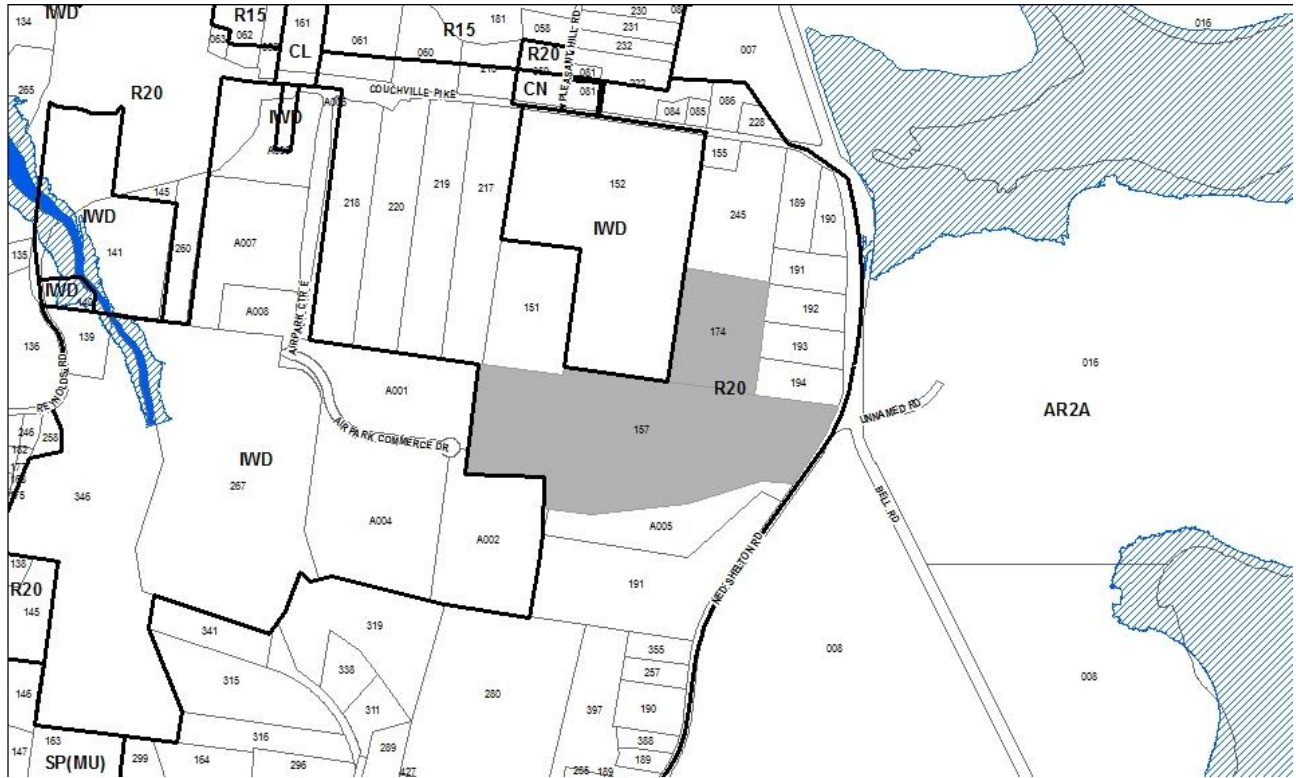
The proposed MUL-A zoning district would generate 8 more students than what is typically generated under the existing RM20 zoning district. Students would attend Park Avenue Enhanced Elementary School, McKissack Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 10/11/18



2018Z-100PR-001
Map 121, Parcel(s) 157, 174
13, Antioch-Priest Lake
29 (Bob Mendes)



Project No.	Zone Change 2018Z-100PR-001
Council District	29 – Mendes
School District	7 – Pinkston
Requested by	Hamilton Creek Development Company, LLC., applicant; Gregg Garner, George Hicks, Theodore Vaughan, Cheril Mansolino, and Isaac Garner, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Zone change from R20 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning on properties located at 2793 Couchville Pike and Ned Shelton Road (unnumbered), approximately 900 feet south of Couchville Pike, (47.72 acres).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 103 lots with 25 duplex lots for a total of 128 residential units.*

Proposed Zoning

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

District Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

ANALYSIS

The proposed IWD zoning district is consistent with the D EC policy. The policy supports light industrial uses in appropriate locations. District Employment Center policy is intended for non-retail uses that create economic activity and jobs. The proposed zone change would allow various uses pertaining to wholesaling, warehousing and bulk distribution uses, which are appropriate in the District Employment Center policy. The current zoning of the property is inconsistent with the policy and the proposed IWD zoning district moves the property closer to the goals of the policy.



Metro Planning Commission Meeting of 10/11/18

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Code issues will be addressed in the permit phase.

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **R20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	47.72	2.17 D	128 U	1305	96	129

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	47.72	0.8 F	1,662,946 S.F.	2673	225	228

Traffic changes between maximum: **R20 and IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1368	+129	+99

STAFF RECOMMENDATION

Staff recommends approval.



OTHER BUSINESS



Metro Planning Commission Meeting of 10/11/18

MEMORANDUM

TO: PLANNING COMMISSIONERS
FROM: LUCY KEMPF, EXECUTIVE DIRECTOR OF THE METRO NASHVILLE PLANNING DEPARTMENT
SUBJECT: BEDFORD AVENUE URBAN DESIGN OVERLAY FINAL SITE PLAN
CASE NO. 2005UD-005-006 – ADMINISTRATIVE APPROVAL
OTHER BUSINESS ITEM NO. 17
DATE: OCTOBER 4, 2018

BACKGROUND

The purpose of this memo is to clarify the status and review process for the Bedford Hotel Urban Design Overlay (UDO) Final Site Plan Case No. 2005UD-005-006. The proposed development is within the Bedford Avenue Urban Design Overlay on property located at 3818 Bedford Avenue, approximately 420 feet northeast of Abbott Martin Road, zoned Mixed-Use Limited (MUL) (0.87 acres).

In general, UDO Final Site Plans with major modifications are required to be approved by the Metro Planning Commission (MPC). Courtesy notices are sent out if the project includes major modifications. If the project meets the UDO standards or includes minor modifications, Planning staff approves it administratively. For background purposes, the attached memo to the Commission, dated April 21, 2017, outlines the Urban Design Overlay Development Review Process. It defines a minor modification as: modifications of 20% or less for numerical standards or minor modifications in non-numerical standards, including façade articulation.

The current Bedford Avenue Hotel Final Site Plan case was submitted for the August 9, 2018 MPC meeting. During the initial review, the proposal included major modifications; however, the applicant has revised the plan based on staff comments. The current Proposal no longer includes major modifications, and therefore the Executive Director is approving this case administratively with conditions per the Planning Commission Rules and Procedures VIII: Specific Rules, Section E: Final Site Plans (p. 12). Per the rules and procedures a public hearing is not required. However, given the public interest in the project, staff is preparing this memo to update the Commission on the background and current proposal.

The Bedford Avenue Association

A portion of the properties in the UDO are under a private Association, including this property. There is a private Design Review Committee (DRC) as part of the Covenants, Conditions and Restrictions of the Bedford Commons Association. The Association and other owners of property have made a request that the Planning Commission's approval take into account the approval of the private DRC. However, given that these are private covenants and restrictions, staff has not included this as a condition of approval.

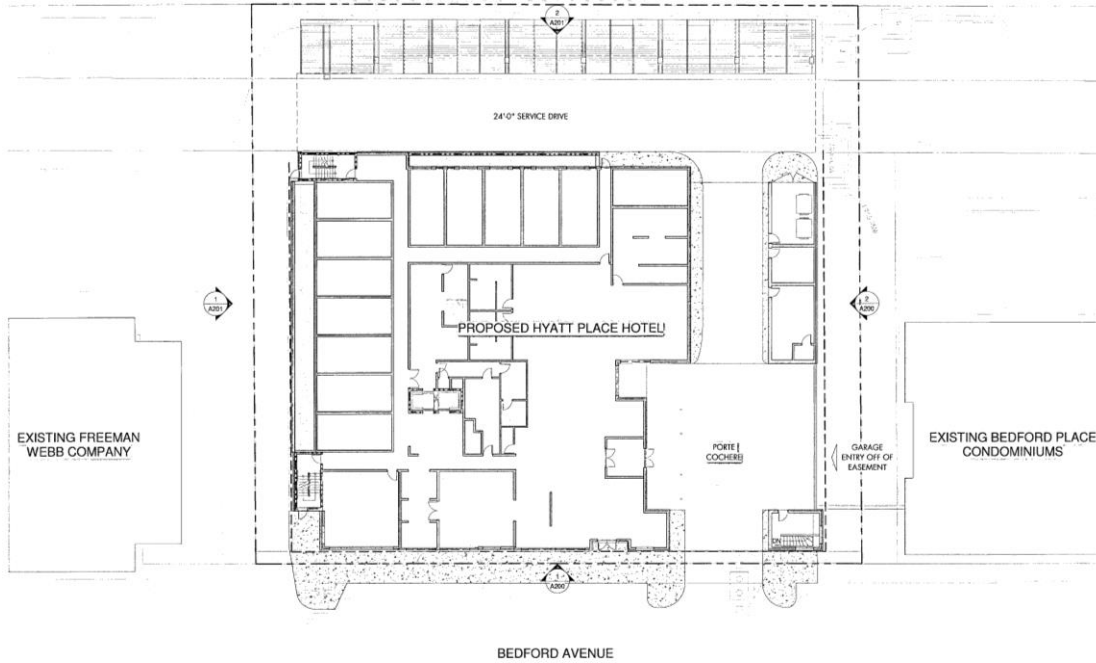
PLAN DETAILS

The project proposes the construction of a hotel along Bedford Avenue containing approximately 73,000 square feet in three stories. The proposed hotel will have a rooftop amenity deck. There are shared access drives along the north and south property lines, as well as a cross-access easement platted along the rear of the property. A new driveway from Bedford Avenue provides access to valet drop off, and connects to the cross-access drive along the rear of the property.



Metro Planning Commission Meeting of 10/11/18

Structured parking is located beneath the building with access provided from the shared access drive to the south of the property. This shared access drive is not accessible from Bedford Avenue due to a difference in grade from the street at that location.



Ground Floor Plan



Front Elevation

ANALYSIS

The applicant is requesting minor modifications to the front setback standard and the building massing wall plane standard.



Metro Planning Commission Meeting of 10/11/18

Front Yard Setback Standard

The UDO requires that 80% of the front façade must be built to the front property line. The applicant is providing 80% of the front façade within six inches of the front property line to provide façade articulation. This is a minor modification due to façade articulation and meets the intent of the UDO to place the buildings close to the sidewalk and articulate façades.

Wall Plane Standard

The UDO requires that wall planes shall not exceed 25 feet in length without a change in plane by means such as a vertical recess, projection, change in material or color, or pilaster. The applicant is proposing approximately 26 foot wall plane lengths due to hotel room configurations. This is a minor modification since it is within 20% of the standard and meets the intent that a building should avoid long, monotonous, uninterrupted walls facing streets.

This UDO Final Site Plan Case No. 2005UD-005-006 is approved administratively with conditions since the project is no longer requesting major modifications to the UDO standards.

OTHER AGENCY CONDITIONS OF APPROVAL:

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

Plan Information and Fees:

- Provide a response letter stating how the comments were addressed and where they were addressed. Please be specific in where the comments were addressed by providing page numbers, note numbers, and/or references to specific locations in the calculations. This will allow the review engineer to evaluate the resubmittal more efficiently.
- Add the Grading Permit number (SWGR#) to the Title Sheet. This number should always be placed in a prominent location on the Title Sheet. This helps to expedite the delivery of plans to the review engineer.
- Please be aware that Metro has revised the As-built process and requirements as a part of the February 2016 regulations update. Please note that the following are required as a part of the as-built plan:
 - A certification letter from TN registered P.E. stating that the site has been inspected and that the stormwater management system and stormwater control measures (both structural and non-structural) are complete and functional in accordance with the plans approved by MWS.
 - An as-built LID spreadsheet.
 - Hydrologic and hydraulic calculations for as-built conditions, as required.
 - As-built drawings showing final topographic features of all stormwater quantity detention facilities, stormwater quality management practices, and public infrastructure. This shall include invert elevations of outlet control structures.
 - Any deviations from the approved plans shall be noted on as-built drawings submitted.
 - Copy of as-built plan CAD file on a CD and should be registered to the TN State Plane Coordinate System, North American Datum 1983 (NAD83). Data should be placed in separate layers and should be labeled/named for easy identification.
 - Cut and fill balance certification for floodplain and sinkhole alterations.



Metro Planning Commission Meeting of 10/11/18

- Water quality buffers shall be surveyed and included with the as-built submittal.
- Any public (to become the responsibility of Metro to maintain) stormwater infrastructure shall be video-inspected to verify proper installation with the video recording and any associated inspection report submitted as part of as-built record. Additional testing may be required as/if warranted by video inspection.
- A copy of the Tennessee Construction General Permit Notice of Coverage must be provided for all sites that disturb one or more acres of land before a grading permit will be issued. Add the NOC note from Vol. 1, App. A-8. Fill out NOC note, add TNR#, and sign.
- Please note on the plan if the site drains to impaired and or exceptional waters, and note what the impairments are.
- Plan review and grading permit fees need to be paid.
- Revise scale on sheet C280.
- Remove “Not For Construction” from the plan sheets.
- Provide a narrative (with supporting documentation) that discusses how the stormwater plan functions and provides the required quantity and quality treatment. This should include how water quality and quantity are accounted for. Include references to previous SWGR projects where necessary.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.

PUBLIC WORKS – ROADS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Submit copy of ROW dedications prior to bldg. permit sign off.
- All BOH operations, i.e. loading, solid waste, recycling, etc. shall occur on private property.
- Submit SU-30 truck route for solid waste pickup and vertical clearance figure. There should be no backing across public sidewalks during the route.

PUBLIC WORKS – TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Developer shall contribute pro rata share of \$20,000 for roadway improvements for the Bedford UDO.



Metro Planning Commission Meeting of 10/11/18

MEMORANDUM

TO: PLANNING COMMISSIONERS
FROM: DOUG SLOAN, EXECUTIVE DIRECTOR OF THE METRO NASHVILLE PLANNING DEPARTMENT
SUBJECT: URBAN DESIGN OVERLAY DEVELOPMENT REVIEW PROCESS UPDATE
DATE: APRIL 21, 2017

BACKGROUND

The purpose of this memo is to standardize the Urban Design Overlay (UDO) compliance thresholds and the development review processes across UDO's. This will allow for consistent application of the UDO standards and provide clarity for the development community, general public, and planning staff. In addition, the four following memos clarify the development review processes of their respective UDO Design Review Committees.

Metro Nashville currently has 21 UDO's, established at various points over the past 25 years, with many more in the process of being created. Some UDO's contain factional guidance on the application of UDO standards and development review processes. Having incorporated lessons learned, the below guidance standardizes UDO compliance thresholds, minor modification review, and the applicability of overlapping SP and PUD zoning districts for all existing and future UDO's.

I. Compliance Thresholds

Unless otherwise defined by Metro Council approved legislation, or contained within the official UDO document itself, UDO standards shall apply as follows:

- New development:
 - Full Compliance with all standards of the UDO.
- An addition (or new structure) of twenty-five percent or greater of the square footage of the existing building:
 - To the greatest extent feasible, the addition, or new structure, shall be in compliance with applicable standards of the UDO and shall not increase any degree of non-conformity.
- An addition (or new structure) of less than twenty-five percent of the square footage of the existing building:
 - The addition, or new structure, should strive for compliance with applicable standards of the UDO and shall not increase any degree of non-conformity.

II. Minor Modifications to UDO Standards*

The Executive Director is authorized to act on behalf of the Commission to approve or approve with conditions any minor modifications to UDO standards pursuant to 17.40.130E of the Metro Zoning Code.



Metro Planning Commission Meeting of 10/11/18

If the Executive Director finds that the request for a minor modification to the UDO standards should not be approved, or where the Director, in his/her judgement, feels that consideration by the Planning Commission is warranted, then the modification request may be submitted to the Commission for action.

Unless otherwise defined by Metro Council approved legislation or contained within the official UDO document itself, the Executive Director *may* grant minor modifications, defined as follows:

- Modifications of 20% or less for numerical standards; or
- Modifications for minor deviations in non-numerical standards, including but not limited to: architectural appurtenances, roof types, materials, glazing, awnings, canopies, mechanical equipment, signage, garage entry locations, landscaping, fences, walls, screening, facade articulation, and standards impacted by non-buildable easements.

UDO's with Design Review Committee's (DRC's) shall require DRC comments/recommendation for any modifications, including minor modifications reviewed by staff. In cases of minor modifications, email review may be allowed. An applicant may appeal a minor modification staff decision to the Planning Commission for a final determination.

*All other modifications shall be considered major modifications and shall require Planning Commission action.

III. Overlapping Specific Plan (SP) or Planned Unit Development Zoning (PUD)

- The UDO standards would apply for any standards not addressed in the SP or PUD.

IV. Single and Two Family Urban Design Overlays - Clayton, Primrose, Bellwood UDO's (and any future UDO's).

Unless otherwise defined by Metro Council approved legislation or contained within the official UDO document itself:

- Additions or new structures of 50% or greater of the existing square footage shall be reviewed via the standard UDO Final Site Plan process, on the Planning Commission review cycle.
- Additions or new structures of less than 50% of the existing square footage may be reviewed via the building permit site plan review process.